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WISCONSIN LINE

STREAMS.

ROADS DESCRIBED.

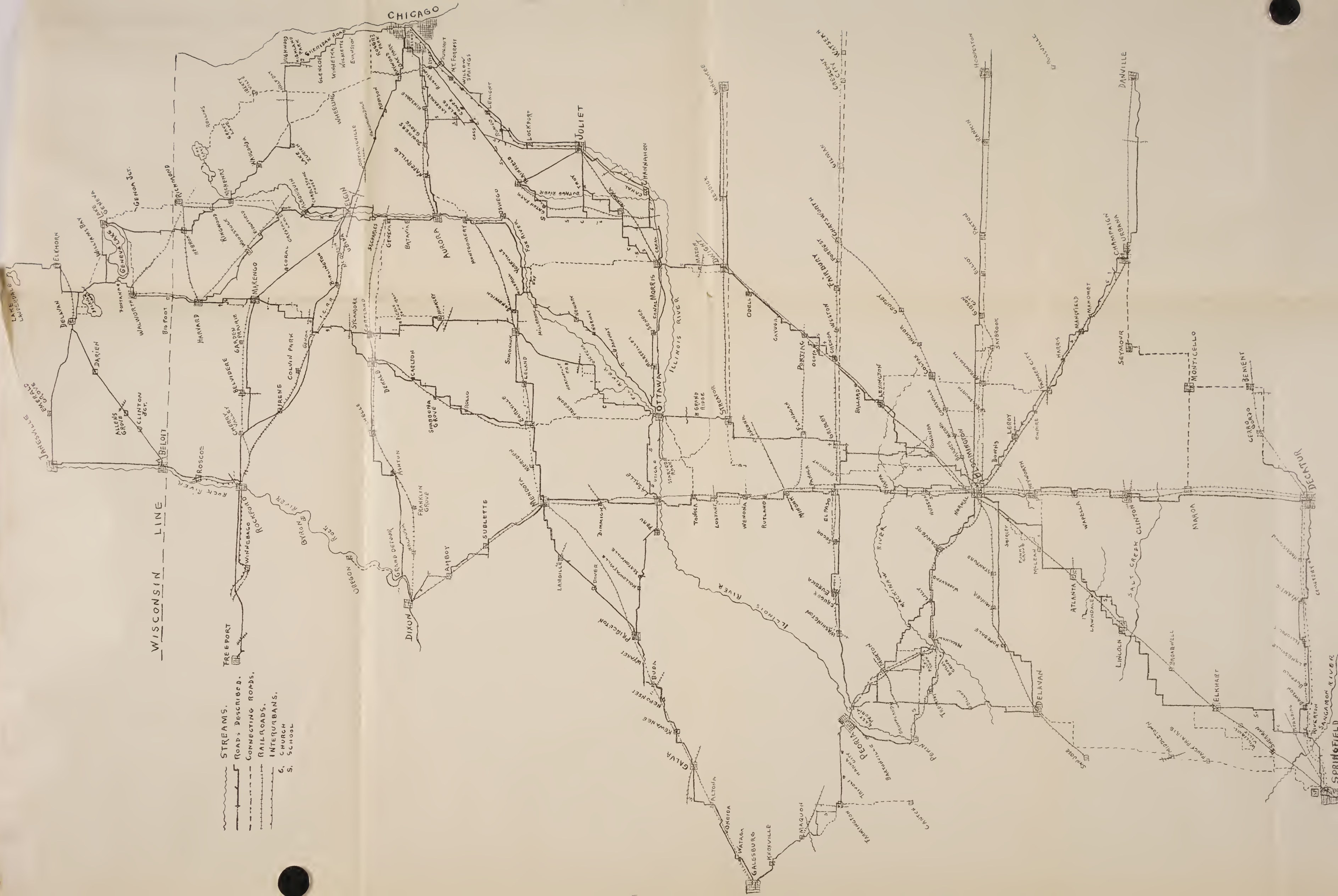
CONNECTING ROADS.

RAILROADS.

INTERURBANS.

6. CHURCH

S. SCHOOL



AUTO ROADS

FROM

CHICAGO TO POINTS
IN CENTRAL ILLINOIS
AND ST. LOUIS

650
655

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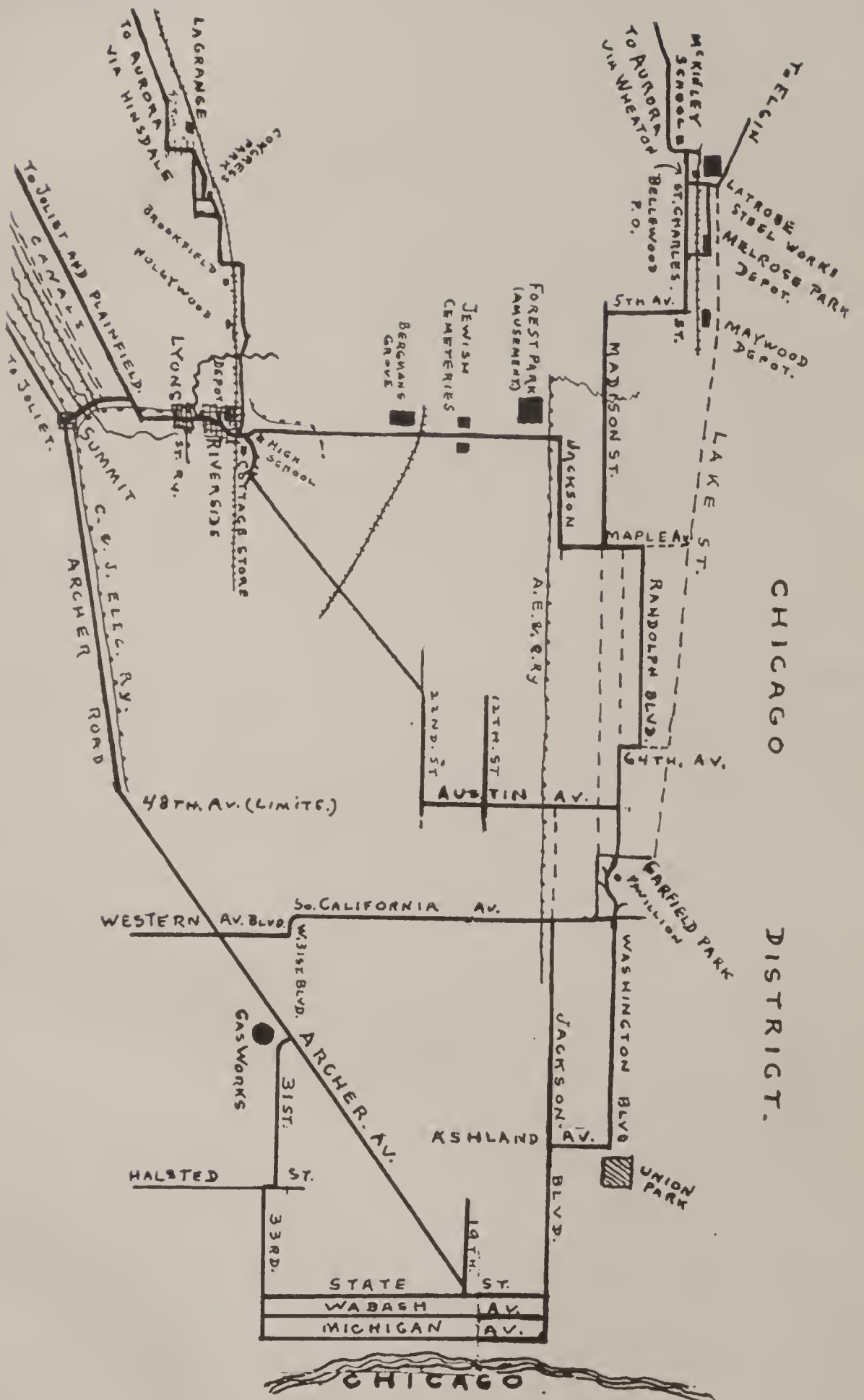
S. P. IRWIN

BLOOMINGTON, ILLINOIS

RETURN ROUTES DESCRIBED

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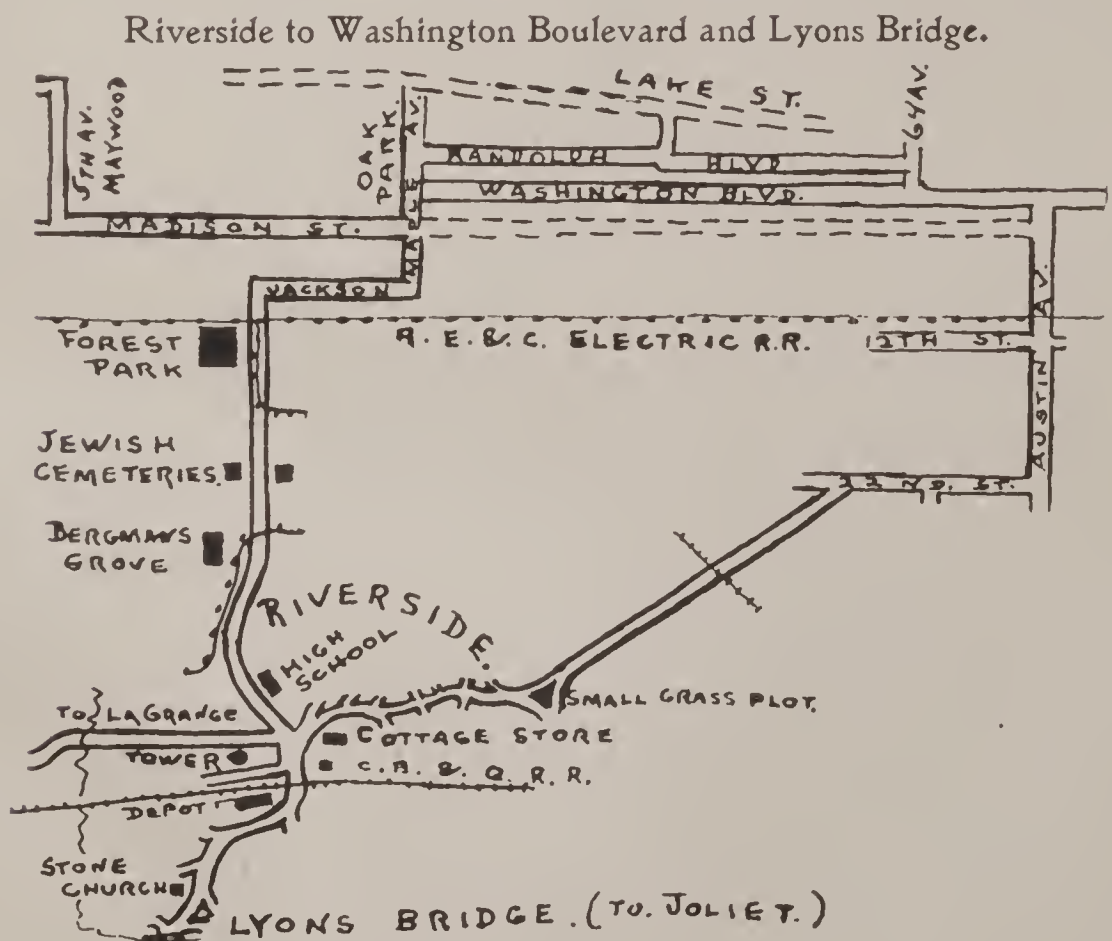


FOREWORD.

In describing the routes given herein I have tried to select landmarks of a permanent nature which are not subject to rapid change. A red barn may not be red another year and trees may be cut down. Railroads, school houses, churches and cemeteries are likely to endure, for some years at least, and I have selected them as landmarks as much as possible. The large map gives the connection of the routes described and the small diagrams the general plan of the section of roads described.

All routes described (except the Lake Geneva route, and Archer Avenue route to Joliet,) enter and leave Chicago on the west side through the medium of Jackson Boulevard, Garfield Park and Washington Boulevard. An index for routes between principal cities is provided. The routes described are ordinarily the best roads but I am not responsible for the weather nor for the work of the various highway commissioners in repairing bridges and roads. North of Streator the roads described are nearly all gravel. South of Streator there is very little gravel, most of the roads being black dirt. In the routes I have selected there are only a few hills which are more than average ones. The dirt roads of Central Illinois which you must have south of Streator

and Morris are good or bad according to weather conditions and travel. The road you denounce as "fierce" when you go over it may be excellent when you return a few days later. "It's the nature of the beast" and it can't be helped. The streets of Riverside are all winding drives and very confusing to the stranger. Appended is a small diagram showing two routes between Riverside and Washington Boulevard and between Riverside and Lyons, which may prove useful. Strangers in Chicago will do well to time their arrival and departure either in the early morning hours before traffic begins or after it has ceased in the evening. In the downtown district during business hours you must govern your movements by the crossing policeman's signal. Street cars crossing boulevards stop before crossing but watch out if they are standing still when you come along.



In driving on boulevards keep to right; keep near curb if you wish to go slow. In turning if you are on right side of street and wish to turn right, slow down and turn close to curb; if you wish to turn left, go to middle of street before turning, watching out for "the man behind." Do not stop with car facing wrong way. If driving on right side of street and wish to stop on left side, go to next street and turn to left side and come back. Remember an early start out of Chicago means many miles gained on your homeward journey by noon.



CHICAGO TO JOLIET OR PLAINFIELD (WEST SIDE ROUTE).

I have scouted around a good deal lately trying to find a road between Chicago and Joliet that I could recommend as good all the way at all times. As between the Archer Avenue route and the West Side route I think, all things considered, including the rough condition of part of Archer Avenue and the road south of Willow Springs, that the West side route is preferable though a little further. Both routes are poor part of the way in wet weather. The West Side route is as follows: Starting from Michigan avenue and Jackson boulevard go west on Jackson 2.2 miles to Ashland avenue (fire-ball) turn right, go north (caution in crossing Ogden avenue and Madison street car line) turn left on Washington boulevard 1 block beyond Madison street (Union Park on right) and go west on Washington to Garfield Park. Keep to left on entering park then swing toward right passing fountain and pavillion on right to northwest exit Garfield Park (5.4 miles from start) follow Washington boulevard 2.8 miles to Austin avenue. (Formerly almost all travel to Riverside went south on Austin avenue 2 miles to 22nd street then west on 22nd street car tracks about 1 mile to angling road on left, and left on angling road to Cottage Store at Riverside. At present writing Austin avenue and 22nd street are in bad condition and until they are improved go as follows). Keep west on Washington boulevard .6 miles to 64th avenue, turn right 1 block to Randolph boulevard, turn left and follow Randolph west 1.2 miles to Maple avenue (Oak Park) passing garage on left just before reaching Maple avenue. Turn left and follow Maple avenue south .5 mile to Jackson boulevard, turn right and fol-

low Jackson .5 mile to Desplaines avenue, turn left and go south on Desplaines crossing A. E. & J. electric line and passing Forest Park (amusement park) on your right. Keep straight ahead south following car line to where it turns left then straight ahead south passing Jewish cemeteries, and straight ahead on gravel road south passing Bergman's Grove on right to car line and along car line to where it turns off to right in Riverside. Keep to left passing High School building on left to Cottage Store Riverside (14.5 miles). Cross railroad east of depot, turn right but keep to left at the next 2 turns, passing stone church on right, then to right to bridge (high square tower on right) cross bridge and car line (Lyons) and keep straight ahead south on Joliet avenue (rough) turning southwest with the road to electric road (saloon on right) cross electric line (road paralleling electric line just as you cross leads to left to Summit and the Archer avenue route, about $1\frac{1}{4}$ miles). After crossing electric line keep straight ahead southwest following power wire poles, cross railroad, passing stone crusher on left. Continue ahead on this angling macadam road passing school, old church on right and church with cemetery behind it on left 1.2 miles. After passing this last church the macadam road ends. Continue on fair gravel road following telephone line $1\frac{1}{2}$ miles to Gower and through Gower 2.1 miles to Cass (Madden's country home on right, school and church on left and Fairview cemetery on right). Continue along telephone line 1 mile to Rambler sign on fence reading "Lemont 2 miles." (By turning left here you can cross to the Archer avenue route.) Continue along telephone line on angling gravel road (good dirt road in dry seasons) 3 miles to forks in road 29.7 miles from start. The middle road, with telephone line, goes

straight ahead 11 miles, (mostly poor road) to Plainfield. Road to right leads to Naperville. Turn left for Joliet. The first $2\frac{1}{2}$ miles is over gravel road which is pretty rough but improves. Pass 2 roads on left and one on right, pass Sprague school on right. Keep to left at fork just after passing school and keep straight ahead on this road which is good gravel until you reach Joliet city limits. 1 mile after turning south near Sprague school you pass a cross road leading to left across the river and canals to Romeoville. Stone fence on right with chiseled information tablet at north end of fence giving distances to various towns and some Scripture references. Three miles further on pass a good road on left leading across to Lockport, 1 mile. (If you like you may cross to Lockport and follow interurban past State penitentiary to Joliet.) Continuing straight ahead south you pass another Lockport road on your left and 1.4 miles further cross a railroad. Continue straight ahead. Road becomes rough as you near city limits. Steel mills in valley below. Entering Joliet, turn left at car line on Ruby street and follow car line down hill and across bridge to Chicago street, turn to right with car line and continue south on Chicago street to court house.

JOLIET TO CHICAGO—WEST SIDE ROUTE

43.6 miles

From court house in Joliet go north on Chicago street to end of street, turn left with car line, cross bridge and climb hill to north Broadway, turn right and keep straight ahead. Road is pretty rough at the start but improves. Continue straight ahead on this road, steel mills in valley below and penitentiary across the river,

cross railroad, pass road on right and 1 mile further pass another road on right leading east 1 mile to Lockport. (This point can also be reached via Archer Ave. route as there described.)

From the junction of the Lockport road with the west side route continue north passing school on right 2 miles beyond and the Alexander home on left with stone information tablet in north end of fence, 1 mile further on. At forks 1 mile further on keep to right, pass Sprague school on left. From here to the junction of the Plainfield road (3½ miles) the gravel road is pretty rough, but keep straight ahead on angling road passing 1 road on left and 2 on right to junction of Plainfield road (sign boards) turn right and follow telephone line which follows this angling road nearly all the way to Lyons. Road from this point to Cass (4 miles) is fair gravel and dirt. At Cass you pass Fairview cemetery and Madden's country home on left and church and school on right. Continue on angling road, which winds a little to left to and through Gower, 2 miles further on. About 1½ miles after passing Gower you come to a crushed stone road which you follow straight ahead passing church and cemetery on right, old church and school on left, stone crusher on right, crossing railroad at that point and straight ahead along power wire line to electric road, cross electric road (saloon on corner) straight ahead until road turns north into Joliet avenue, Lyons. Straight ahead to car track and bridge, cross car track and bridge, high square tower on left, keep middle road entering park and continue to Riverside. Cross railroad east of depot, Cottage Store on right. (On account of the bad condition of 22nd street car tracks and Austin avenue, it is better to proceed to Washington boulevard as follows.) Leaving

Cottage Store on right angle northwest passing red brick high school on your right. Continue to car line and follow this road north with car line until it turns off, keep straight ahead north passing Bergman's Grove on left; straight ahead to macadam street, pass Jewish cemeteries, straight ahead to Forest Park (amusement park), cross A. E. & C. electric line, continue one block to Jackson boulevard, turn right and go east $\frac{1}{2}$ mile to end (Maple avenue) turn left and go north on Maple avenue cross Madison street (Oak Park), go 2 blocks, turn right on Randolph boulevard, go east about 1 mile to end of Randolph (64th avenue) turn right 1 block to Washington boulevard, turn left and follow Washington boulevard 3.4 miles to Garfield Park, continue through park passing pavillion and fountain on left and bearing left to exit then east on Washington boulevard to Union Park (Ashland avenue) turn right on Ashland (fire-ball) go south (caution on crossing Madison street and Ogden avenue car line) to Jackson boulevard (fire-ball) turn left and follow Jackson boulevard east 2.2 miles to Michigan avenue.

CHICAGO TO JOLIET via ARCHER AVENUE.

Archer avenue begins at State and Nineteenth streets and runs southwest to Archer road which continues at a little less angle to Summit. The Archer avenue car line follows Archer avenue to 48th avenue (Archer limits) and the C. & J. electric railway follows Archer road to Summit. To reach Archer avenue go south on Michigan avenue, to Eighteenth street turn right 2 blocks to State, turn left 1 block to Archer avenue angling to right. Or, go south on Michigan avenue to 33rd street, turn right, follow 33rd west to end (Halsted

street) turn right 2 blocks to 31st street, turn left and follow 31st street west to end where it joins Archer avenue (31st street jogs north-west at gas works 1 block before it reaches Archer avenue). Turn left on Archer avenue. Or, follow Jackson boulevard west from Michigan avenue to S. California avenue which is 2 miles west of the Canal street bridge. Turn left on S. California avenue go south on S. California avenue and S. California boulevard which runs into W. 31st boulevard where it turns east. Follow W. 31st boulevard to Western boulevard (about 3 blocks) turn right, cross bridge and follow Western boulevard south to Archer avenue. (McKinley Park across to south). Follow Archer avenue which has a fairly good asphalt pavement (but much traffic) from State street to about $\frac{1}{4}$ mile beyond Western boulevard. From that point to 48th avenue (Archer limits) there is not much but the car tracks and the going is pretty rough. From 48th avenue you have a good gravel road along C. & J. electric line to Summit, turn left with car line at Summit. (The road to right along the other car line will lead you to the west side route about $1\frac{1}{4}$ miles from Summit, where it crosses the car line at the saloon south of Lyons. Fairly good road across.) From Summit you have a good gravel road along the C. & J. electric line until after you pass Willow Springs when it gets rougher. Just before reaching Sag Bridge station you will have to leave the electric line and go south through Sag Bridge about 1 mile then to right to the electric line again which you follow through Lemont and to point where it again leaves the electric line. At this point go east a few rods to first road, turn right (2 arm telephone line) climb pretty rough hill and keep straight ahead to large sign reading

“Village of Romeoville” etc. From this point the road carrying the 2 arm telephone line will take you to Lockport over the bluffs but it is better to turn to right, have car under full control as you descend hill to electric and railroad tracks at bottom, cross tracks and continue about $1\frac{1}{2}$ miles to west side route turn left and proceed south 3 miles when you may either cross to Lockport and follow electric line to Joliet or continue on west side as previously described.

JOLIET TO CHICAGO via ARCHER AVENUE ROUTE.

It is best in going this way to combine with the west side route above described, proceeding to Lockport as follows: Leave court house in Joliet, go north on Chicago street 3 blocks to Cass street, turn right and go east on Cass street about 8 or 9 blocks to Collins street, where C. & J. electric line turns off. Turn left and follow car line north past penitentiary, slow up for grade crossing just as you go under another railroad, continue along electric line to Lockport following electric line about 3 blocks to Walter's wholesale and retail grocery, turn left, slow for railroad at foot of hill, cross railroads, canals and river and follow gravel road across bottoms, turn right up the hill to the west side road. This is a good road all the way from Joliet and has several interesting features, including the steel mills and electric park. Follow the west side route north 3 miles to the Romeoville road. At this point turn right and go east across river, canals and railroads $1\frac{1}{2}$ miles to Village of Romeoville sign at top of hill, turn left, follow 2 arm telephone line, keep to right where new road turns to left (house with lot of hen or hog

houses on right) follow telephone line to foot of hill after passing small square house on right at top of hill, turn left a few rods to C. & J. electric line and follow electric line through Lemont and as far as you can beyond, then east about 1 mile and north through Sag Bridge to electric line which you follow the rest of the way to Summit. Road is pretty rough from Romeoville until you come to Willow Springs north of Sag bridge. (At Summit you can turn left and follow the Lyons car line $1\frac{1}{4}$ miles to west side route, cross car line and proceed through Lyons and Riverside as described in west side route.) To go in on Archer avenue continue along electric line from Summit to 48th avenue, then along Archer avenue car tracks to pavement and straight ahead to State street; or turn left off Archer avenue at Western boulevard, (McKinley park on right) go north to bridge, cross bridge, turn left on W. 31st boulevard until it runs into S. California boulevard then north on S. California boulevard and S. California avenue to Jackson boulevard, then east on Jackson to Michigan avenue; or continue on Archer avenue to 31st street after you cross bridge, turn sharp to right on 31st which turns east at the gas works, follow 31st east to Halsted, turn right 2 blocks to 33rd, turn left and follow 33rd to Michigan avenue, then left on Michigan avenue for uptown.

JOLIET TO MORRIS AND DWIGHT.

Joliet to Morris. (Route 1. $26\frac{1}{2}$ miles.)

I consider this the best route to Morris though $2\frac{1}{2}$ miles further than the Channahon route. From court house go west on Jefferson street cross bridge and keep straight ahead up hill. (Jefferson street becomes Ex-

change street after crossing bridge). Follow Exchange street west, passing St. Patrick's cemetery on left, continue west from end of Exchange street, cross railroad, continue west to forks near bridge, at Troy, 5 miles west of Joliet. Turn left, go southwest then south with road, pass school and church, go 1 mile further south, turn right cross river, turn to left at first road, go south along river $1\frac{1}{2}$ miles to end of road, (railroad crossing short distance to left) turn right, go west, pass school continue west to railroad, cross railroad, turn left at first road, go south cross railroad (E. J. & E. depot on right) continue straight ahead to first street after passing water tower in Minooka, 14 miles from Joliet.

Turn right and go west under railroad and continue straight ahead west 2 miles to bridge, turn left without crossing, follow this road which winds for a mile and then turns south (no forks) go south to railroad, cross railroad, continue south about 2 miles to end of road, turn right, cross stone bridge, turn left cross canal on white bridge, turn right and follow canal to bridge just out of Morris, cross canal, turn left and follow angling road to end, turn right and follow this street (Washington street) to court house, Morris.

JOLIET TO MORRIS—Route 2.

This route is the same as last described to Troy. Here continue across bridge, and west to end of road (fair gravel) turn left, go south on dirt road $\frac{1}{2}$ mile, turn right, go west 1 mile on dirt road, turn left on gravel road and go south 4 miles to where road from Minooka comes in from left under railroad. Route from here to Morris is the same as last described.

JOLIET TO MORRIS via CHANNAHON—24 MILES.

This is the shortest and most picturesque route but is rough going out of Joliet and has some short stretches of dirt road and is more hilly than the other routes. From court house in Joliet go west on Jefferson street, cross bridge turn left at first street and follow this street and road along canal 2 miles to white bridge over canal, turn left across canal, turn right at first road and straight ahead nearly 4 miles to forks at top of hill, keep to left, straight ahead, pass road on left, cross-road, road on right and road on left and straight ahead into Channahon (11 miles from Joliet). Go south on business street of Channahon (no need for crossing policemen) to second cross street even with bridges on right, turn right cross bridges and climb hill. Keep to right at the fork then straight ahead west 5 miles to end of road, passing school and crossing railroad, at end of road turn left (this is where route 1 comes in from north), go south to end of road turn right cross stone bridge, turn left over canal turn right follow canal to bridge short way out of Morris, cross canal turn left, follow angling road to end, turn right to court house.

MORRIS TO DWIGHT—22 MILES.

Starting from court house on Washington street go west four blocks, turn to left, cross canal and river and go to second cross road about four miles south of Morris. (To go the west road to Dwight keep straight ahead until road turns to right. Go half a mile west then straight south to Dwight.) To go the east road to Dwight, which is usually the best, turn to left at second cross road south of Morris and go east

one-half mile to school house, turn to right straight south through east side Mazon to end of road just north of Dwight, turn to right and go west one-half mile, turn to left across railroad, turn to right to elevator, turn to left and go south passing park on right to C. & A. track. Turn sharply to right without crossing track, to Livingston Hotel on your right. Both roads are dirt roads, after a few miles from Morris.

MORRIS TO YORKVILLE.

North on Liberty street, to right one block, then to left straight north about six miles to gravel road, turn to left about a mile, then to right and continue straight ahead on gravel pike road to Yorkville. Hilly when near Yorkville.

MORRIS TO OTTAWA.

Take Jefferson street west to forks in road. Turn to left and follow road along north side of canal about five miles. Cross canal on high bridge with steep approaches, follow road south-west along Illinois river. Road turns due west when near Seneca and across railroad. Go to main north and south street of Seneca, turn to right across canal to within one block of railroad, turn to left and follow angling road across railroad and around base of hill passing cemetery on bluff on your right. Continue straight ahead at the forks to Marseilles. Just as you enter Marseilles road jogs half a block south then runs due west through Marseilles around base of hills to another road coming in to Ottawa from the north. Turn to left and follow this road across railroad and canal, turn to right and follow canal to Ottawa on Superior street. Follow Superior street

west to Columbus or LaSalle. Turn to left to court house. Road between Morris and Seneca in bad repair. Sand, clay and dirt. Hilly between Seneca and Ottawa. Scenery very fine.

PLAINFIELD TO MORRIS—26 MILES.

From Plainfield bank go west 1 block, turn left 1 block to park, jog right and left around park to southwest corner, turn right 1 block (Chautauqua grounds ahead) turn left follow river road winding to right about 1 mile to forks near bridge to right, turn right, cross river and railroad, continue west to first road, turn left, go south, cross railroad, go south nearly 2 miles (big elevator at Caton Farm to right) turn right, go west, cross railroad continue west 2 miles to school on right, turn left, go south $7\frac{1}{2}$ miles, passing 2 schools and 1 church on right, to where road from Minooka comes in from left under railroad. From here continue as described in Joliet to Morris (Route 1). Road from Plainfield to school west of Caton Farm good gravel, first 4 miles south of school not very good, last $3\frac{1}{2}$ miles better.

JOLIET TO HINSDALE AND DOWNER'S GROVE.

Proceed from Joliet according to west side route Joliet to Chicago until you come to Cass, 16 miles from Joliet. At this point after passing Fairview cemetery on left and church on right, turn left along west side of the Madden place, go north 1 mile (gravel) turn right, follow angling road about $\frac{1}{2}$ mile to first road, (settlement of Lace just ahead), turn left go north;

pass school on left and church on right continue north 3 miles (gravel and crushed rock road) to railroad (Gregg station) cross railroad, go north $\frac{1}{2}$ mile to macadam road with telephone line. For Downer's Grove turn left 2 miles; for Hinsdale turn right 2 miles.

JOLIET TO PLAINFIELD—10 MILES.

From east side of court house in Joliet go north on Chicago street 3 blocks to Cass street, turn left, go west across bridge and up hill (Cass street becomes Western avenue after crossing bridge) continue straight ahead on Western avenue up another hill and straight ahead to Rayner avenue at west edge of Joliet, turn right and go north to junction of Rayner avenue, Granite street and Plainfield road (interurban) follow interurban northwest all the way to Plainfield continuing with interurban to Plainfield bank. Gravel road all the way.

PLAINFIELD TO JOLIET—10 MILES.

From bank of Plainfield go east 1 block, turn to right with interurban and follow interurban on gravel road all the way to junction of Plainfield road with Granite street and Rayner avenue, leave interurban and follow Rayner avenue south to Western avenue turn left, go east, cross river (Western avenue becomes Cass street, at river) follow Cass street east to Chicago street, turn to right follow Chicago street, 3 blocks to court house.

PLAINFIELD TO CHICAGO—41 MILES.

From Plainfield bank go east 2 blocks passing high school on left, turn left and go north to end of street, passing depot on right, turn sharp to right follow

telephone line, cross railroad between elevators, then straight ahead on angling northeast road (gravel for 5 miles out of Plainfield then very poor dirt), to point 11 miles out where Joliet road comes in from right; from here continue as described in Joliet to Chicago (west side route). Road for 5 miles out is fair gravel, next 5 miles very poor dirt road, last mile new gravel.

MORRIS TO JOLIET—ROUTE 1. 26½ MILES.

From court house in Morris go east on Washington street to end of street, turn left and follow angling road to first bridge over canal, cross bridge, follow canal about 4 miles to white bridge, turn left cross canal turn right, cross stone bridge over creek, turn left with the road and go north. (First road on right is the Channahon route hereafter described.) Continue north to railroad, cross railroad, continue north 2½ miles to end of road, bridge on left (road winds the last 2 miles) turn right, go east 2 miles, continue under railroad to Minooka 12½ miles from Morris. When even with water tower on left turn left, go north 1 mile, crossing railroad (depot on left) turn right go east 2 miles, pass school on left, turn left at next road (railroad crossing ahead) go north along river 1½ miles, turn right, cross river, go east to first road, turn left go north 2 miles (passing school and church) to end of road (Troy) turn right and follow this road east 5 miles to Joliet coming in on Exchange street which you follow down hill and across bridge to court house on Jefferson street, Joliet, which is the same, east of bridge, as Exchange street.

MORRIS TO JOLIET via CHANNAHON—24 MILES.

This route is shorter and more picturesque than route 1, but hillier and rougher road with some dirt road. Route is the same as route 1, above described, to road on right 7 miles from Morris after you have crossed canal and creek and turned north. Turn to right here and go east $5\frac{1}{2}$ miles straight ahead into Channahon. Entering Channahon cross the bridges and continue to first street, turn left, go north to end of street, turn right, go east, passing road on left, to end of street, turn left and go north to first road, turn right and follow main road passing road on right, one on left, cross-road, school on right, and road on left, go down hill, cross creek and straight ahead $3\frac{1}{2}$ miles to white bridge over canal, cross canal, turn right and straight along canal 2 miles to Jefferson street, turn right across bridge to court house, Joliet.

MORRIS TO PLAINFIELD—26 MILES.

Route is same as Joliet No. 1, until you come to cross-road 12 miles from Morris, where road ahead goes under railroad to Minooka. Turn left here and go due north. (4 miles north there is a dirt road to right which will take you to Joliet by following dirt road east 1 mile, north $\frac{1}{2}$ mile to gravel road then east 9 miles on gravel road intersecting Morris to Joliet route 1 at Troy.) Continue north past church on left go north 3 miles further to school on north side of road, turn right go east to railroad, (Caton Farm station) cross railroad, go east to first road turn left, go north 2 miles to railroad, cross railroad turn right go east across railroad and

river (Du Page) turn left, and follow river road about 1½ miles to Plainfield. Entering Plainfield continue to Chautauqua grounds, turn right to small park, turn left and right around park, turn left 1 block to business street, turn right 1 block to Plainfield bank, garage ahead on right. Road good except for about 3 miles south of school where you turn east to Caton Farm.

CHICAGO TO BLOOMINGTON via AURORA.

First section.—Chicago to Aurora, via Wheaton or Hinsdale.

Second section.—Aurora to Ottawa via Somonank or Newark.

Third section.—Ottawa to Bloomington.

CHICAGO TO AURORA via WHEATON—44 MILES.

From Michigan avenue go west on Jackson boulevard 2.2 miles to Ashland avenue, turn right (fire-ball) go north across Ogden avenue and Madison street (caution) to Washington boulevard (Union Park on right) turn left and follow Washington boulevard west to Garfield Park, keep to left on entering park, but swing to right passing fountain and pavillion on right to north-east corner of park, follow Washington boulevard west 3½ miles to 64th avenue, jog right 1 block to Randolph boulevard, turn left and follow Randolph boulevard west 1 mile to Maple avenue (Oak Park) passing garage on left just before reaching Maple avenue. Turn left 2 blocks to Madison street, turn right, follow Madison street west 1.8 miles to 5th avenue (car line branches to right) turn right and follow car line north on 5th avenue to St. Charles street (Maywood depot across

railroad) turn left and follow St. Charles street west past Melrose Park depot to Bellewood P. O. (Road to right at Bellewood P. O. goes north past La Trobe Steel and Foundry Co. Works then west at first road for Elgin. When Lake street improvements are completed it will be better to take Lake street from Oak Park direct to Melrose Park.) Go west from Bellewood P. O. (rough road) under railroad crossing another at grade at same place (caution) go to end of street, turn left (road to right is another Elgin road) go south 1 block to McKinley school, turn right and go west, pass cross road and slow up for double railroad crossing .4 mile further on. (Usually a bad hole between the tracks.) Cross railroads, keep straight ahead on stone road passing cross road and road on left and crossing railroad. Continue along this road passing cross road and keeping to left at fork, continue to bridge, cross bridge and continue .2 mile to school house on left. Turn right and follow stone road which ends about $1\frac{1}{2}$ miles west. Continue straight ahead west from end of stone road on fairly good gravel, pass through York Center and $2\frac{1}{2}$ miles further on slow up for rough road through bottom near bridge at foot of hill. Continue west $2\frac{1}{2}$ miles to limits of Wheaton. (Stone road last $1\frac{1}{2}$ miles.) At limits of Wheaton (speed limit sign) turn left, pass golf grounds, follow the gravel road south, pass road on left, keep straight ahead at cross road at foot of hill (barn and windmill on left, house on right) pass school on left and continue to end of road, turn right, pass road on right (fancy farm buildings) and continue 1 mile to viaduct over railroad, cross viaduct, keep straight ahead south on macadam street .3 mile to Chicago avenue (road on left comes in from Downer's Grove and Hinsdale), turn right, go west on Chicago avenue to

stone bridge on Main street (Naperville) turn left, cross stone bridge, go south 1 block (High street) turn right and follow telephone poles on main road west $9\frac{1}{2}$ miles to Aurora keeping to right at the forks and using care at railroad about 3 miles west of Naperville. Enter Aurora on New York street, follow New York street to Lincoln avenue, turn left 2 blocks to Fox street, turn right (caution for bad railroad crossing at foot of hill), go west on Fox street across river to hotel. This is a good route to take and avoids the "S" hill on the Hinsdale route. Considerable stone road, fair gravel the remainder. No bad hills.

AURORA TO CHICAGO via WHEATON—44 MILES.

From New Bishop Hotel go east, cross river, continue east on Fox street to Lincoln avenue at top of hill, turn left 2 blocks to New York street, turn right follow New York street to end then continue east on gravel road along heavy telephone line $8\frac{1}{2}$ miles to Naperville entering on High street. One block from end of High street turn left, cross stone bridge (Main street) turn right (Chicago avenue) follow Chicago avenue east .8 mile to last street in Naperville (road ahead along telephone line is the Downer's Grove and Hinsdale road to Chicago), turn left, go north to viaduct, cross viaduct, keep straight ahead, pass road on left 1 mile out, (fancy farm buildings) continue a short way to fork, turn left and go north, pass school on right, pass cross road (barn and windmill on right house on left) continue 2 miles to fork keep to left and go north $1\frac{1}{2}$ miles to limits of Wheaton (speed limit sign and telephone line) turn right and go east, pass school, continue east along tele-

phone line, slow up for rough road at foot of hill, continue through York Center and to end of road 2 miles east of York Center (school on east side of road) turn left cross bridge, pass road on left, straight ahead to railroad, cross railroad, pass road on right pass cross road slow up for bad railroad crossing (usually a bad hole between tracks) cross railroad and straight ahead (rough road) to McKinley school turn left to first road, turn right, go east past Bellewood P. O. to car line on St. Charles street, follow St. Charles street to car line on 5th avenue (Maywood, depot on left across railroad) turn right, follow car line on 5th avenue south $\frac{1}{2}$ mile to car line on Madison street, turn left, follow Madison east 1.8 miles to Maple avenue (Oak Park), 1 block beyond jog in Madison street. Turn left on Maple avenue, 2 blocks to Randolph boulevard. (When Lake street improvements are completed you may cross railroad at Maywood and follow Lake street to Oak Park.) Turn east on Randolph boulevard, follow Randolph 1.1 miles to 64th avenue, turn right 1 block, turn left and follow Washington boulevard east 3 miles to Garfield Park, pass pavillion and fountain on left, swing left to east exit and straight ahead on Washington boulevard to Union Park (Ashland avenue) turn right, cross Madison and Ogden avenue (caution) continue to Jackson boulevard, (fire-ball) turn left and follow Jackson boulevard east 2.2 miles to Michigan avenue.

CHICAGO TO AURORA via HINSDALE AND DOWNER'S GROVE.

See route Chicago to Joliet (west side route) for route from Michigan avenue and Jackson boulevard to Riverside. Entering Riverside pass red brick high

school on left to Cottage Store, turn sharp to right leaving water tower on left, go west to bridge, cross bridge follow winding macadam road to forks, keep to left, follow macadam road past Hollywood and Brookfield depots to end of road, turn left, cross railroad, turn right and follow railroad to Congress Park depot, keep to left and go south 1 block to Post office, turn right, go west to railroad again, follow railroad (crossing another at grade) to 5th avenue depot La Grange, continue along railroad on Burlington avenue passing La Grange Auto Station on left to Stone avenue depot on right, turn left and go south to 47th street (heavy telephone line) turn right and follow telephone line to Hinsdale. Entering Hinsdale continue along railroad past depot on right to first street, turn right, cross railroad, go 1 block to heavy telephone line, turn left, pass Hinsdale garage on left follow heavy telephone line on macadam road to railroad, cross railroad and continue to Downer's Grove and through Downer's Grove to Naperville (pretty steep hill to climb before reaching Naperville). Entering Naperville continue straight ahead on Chicago avenue .8 mile to stone bridge on left (Main street) turn left, cross bridge, go 1 block (second street on right, High street) turn right and follow telephone poles on gravel road keeping to right at forks to New York street, Aurora, straight ahead on New York street to Lincoln avenue, turn left 2 blocks, turn right (slow for bad railroad crossing at foot of hill) continue across river to New Bishop hotel or turn right on principal business street for Hotel Arthur.

AURORA TO CHICAGO via DOWNER'S GROVE AND HINSDALE.

(For route Aurora to Naperville see Aurora to Chicago via Wheaton.) Entering Naperville on High street continue to within 1 block from end, turn left, cross stone bridge (or proceed to end and cross iron bridge) turn right (Chicago avenue), go east on Chicago avenue and straight ahead along telephone line to Downer's Grove and through Downer's Grove, cross railroad and follow macadam road 4 miles to Hinsdale. Entering Hinsdale, pass Hinsdale Garage on right, turn right to depot at next street, cross railroad just west of depot, turn left, follow railroad and then heavy telephone line to La Grange. Turn left on Stone avenue as you enter La Grange, (small church near corner) go north on Stone avenue to depot, turn right without crossing railroad, follow railroad on Burlington avenue, past La Grange Auto Station on right and 5th avenue depot on left and straight ahead along railroad, (crossing another at grade) to Congress Park Post Office, turn left 1 block to depot, turn right, follow railroad east to first crossing, turn left, cross railroad, turn right follow railroad past Brookfield and Hollywood depots to end of road, turn left, keep to right at fork and straight ahead on winding macadam road across bridge to Riverside (Cottage Store ahead, water tower on right), turn sharp to left, pass red brick high school building on right and proceed from here according to route from Joliet to Chicago (west side route).

HINSDALE TO JOLIET—23.5 MILES.

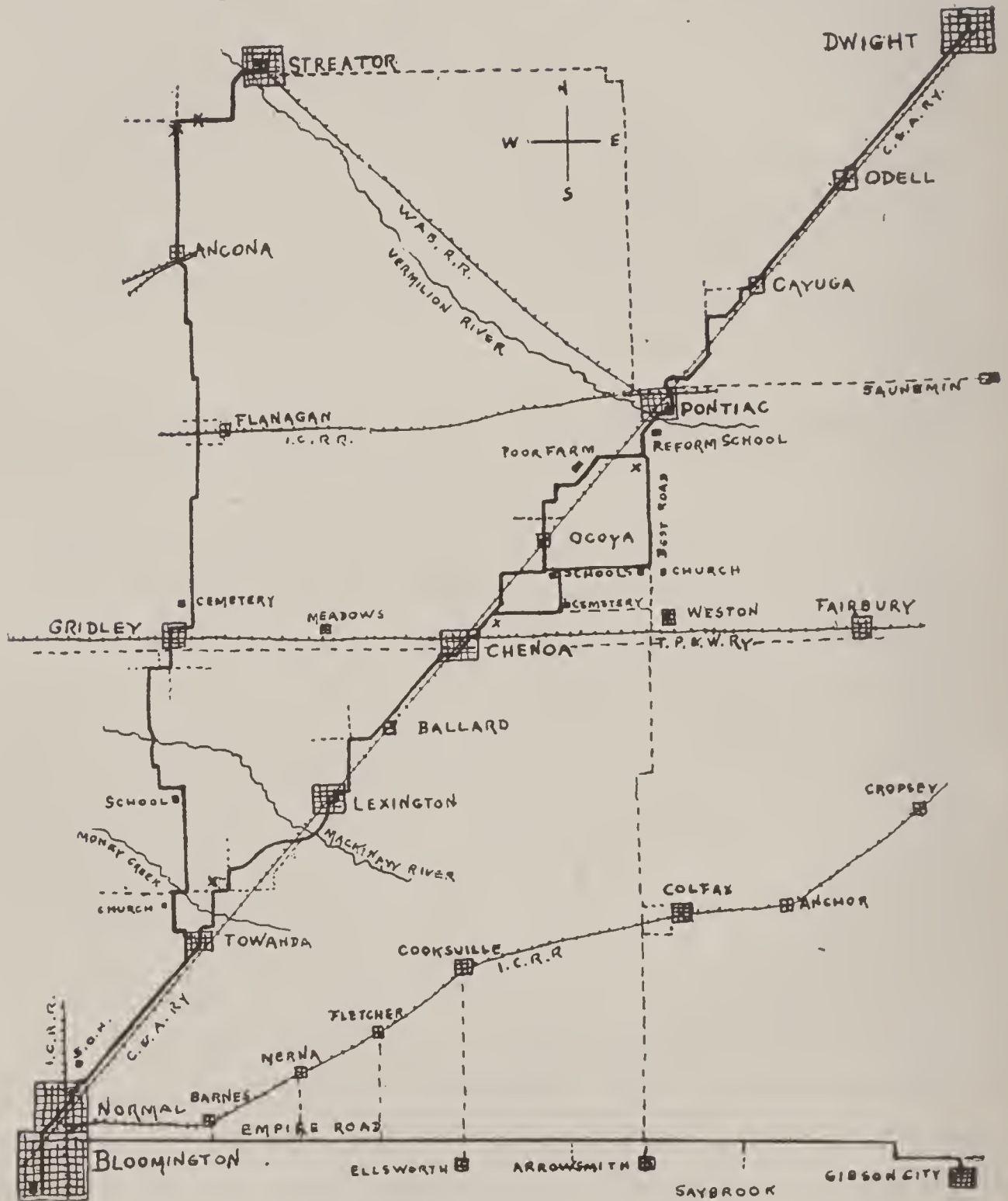
From Hinsdale Garage go west on macadam road along telephone line 2.2 miles to road on left, turn left go south to railroad (milk station of Gregg) cross railroad and go due south (macadam and gravel) 3 miles to church on left and school on right (settlement of Lace to left) continue south a few rods to end of road, turn right, follow angling road $\frac{1}{2}$ mile to road on left, turn left and go south 1 mile to Cass coming into angling road at west side of the Madden home. Turn right and proceed to Joliet (16 miles) as described in Chicago to Joliet (west side route).

OTTAWA AND STREATOR TO BLOOMINGTON —66 MILES.

From court house in Ottawa go south on La Salle street to bridge across Illinois river, cross bridge, turn left up hill, cross car line when part way up hill, go east 2 blocks turn right and go south on gravel road straight ahead 16 miles to Streator. About 5 miles south of Ottawa you will have a steep hill to climb just after crossing Covell Creek bridge. This is the only hill not an average one which you have to climb between Ottawa and Bloomington. You pass through west side of Grand Ridge about 8 miles from Ottawa and come into Streator past fair grounds entering Streator on N. Bloomington street. Continue straight ahead to Plumb House on your right, continue south 1 block to Bridge street (school building) turn right and follow Bridge street down hill and across Vermilion river to end of pavement, turn left, then right to main road (or continue ahead on Bridge street to vacant lots and angle to left to main road), follow main road south 1 mile

Dwight to Bloomington.

Streator to Bloomington.



to end, turn right and go west about $1\frac{1}{2}$ miles to small iron bridge on your left at cross road, turn left at this bridge and go south 5 miles to Ancona, continue straight through Ancona to Sante Fe tracks, cross tracks and continue south 12 miles to Illinois Central railroad, 1 mile west of Flanagan, cross railroad and continue south 10 miles to T. P. & W. Ry. $\frac{1}{2}$ mile east of Gridley, cross T. P. & W. Ry., go straight ahead to first road, turn right and go west $\frac{1}{2}$ mile to cross road at south edge of Gridley, turn left and go south 1 mile to cross road, turn right and go west 1 mile, turn left and go south 4 miles to Mackinaw river, (steep hill to descend $\frac{1}{2}$ mile before reaching river, bad bump off bridge at bottom of hill), continue south 4 miles taking jogs in road to left, turn right, cross Money creek on iron bridge, turn left at first road and go south 2 miles past church on right to end of road, make little jog to right then south again $\frac{1}{2}$ mile to end of road, jog left, then south through west side of Towanda to C. & A. right of way, turn right and follow railroad about $2\frac{1}{2}$ miles to second cross road, turn left, cross railroad, pass school on right, continue south to end of road, turn right and go west to first road, turn left and go south to end of road, turn right and go west $\frac{1}{4}$ mile to first road (school house on corner), turn left and go south then angling across Kankakee branch of Illinois Central railroad all the way to asphalt pavement, follow asphalt 2 blocks, turn right and go west, cross I. C. railroad and continue west to court house, Bloomington.

BLOOMINGTON TO GENEVA LAKE, WISCONSIN—166 MILES.

First section.—Bloomington to Ottawa, 66 miles.

Second Section.—Ottawa to Sycamore, 51.4 miles.

Third section.—Sycamore to Geneva Lake, 48.6 miles.

BLOOMINGTON TO STREATOR AND OTTAWA.

From court house in Bloomington go east on East Jefferson street, cross I. C. railroad continue to Towanda avenue, which angles to left 1 block from end of street, turn left and follow Towanda avenue into angling road, follow angling road to Kankakee branch of I. C. railroad, cross railroad, follow angling road to end then north to end of road (school house on left) turn right and go east $\frac{1}{4}$ mile to first road, turn left and go north $\frac{1}{2}$ mile to first road, turn right and go east $\frac{1}{4}$ mile to first road, turn left and go north to C. & A. railroad, cross railroad (double track) turn right and follow railroad about $2\frac{1}{2}$ miles to second road on your left which forms the west street of Towanda. Turn left, go north through west side of Towanda to end of road jog left to first road, turn right and go north $\frac{1}{2}$ mile to end of road, jog right, then continue north 2 miles to end of road, turn right, then cross Money Creek on iron bridge, turn left at first road on top of hill, go north past school on left to end of road, jog left to first road, turn right and go north to end of road, jog left to first road, turn right and go north $2\frac{1}{2}$ miles to Mackinaw river, cross bridge and continue north to small bridge at foot of steep hill (go slow, bad rise to bridge) climb hill and continue north $3\frac{1}{2}$ miles to end of road, turn right and go east 1 mile to second road on left, turn left and go north 1 mile to cross road just south of T. P. & W. Ry. at

Gridley, turn right and go east $\frac{1}{2}$ mile, turn left, cross railroad and go north 10 miles to Illinois Central railroad 1 mile west of Flanagan, cross railroad and continue north 12 miles to Ancona crossing Sante Fe tracks just south of Ancona. Keep straight ahead through Ancona 5 miles to small iron bridge just after passing between barn on right and house on left (look out for chickens) turn right just as you have crossed small bridge and go east a little over a mile to first road on your left (sharp turn watch out for teams) turn left and go north 1 mile to west side of Streator, angle across vacant lots to Bridge street or turn right and left to Bridge street, follow Bridge street across Vermilion river to N. Bloomington street (school building on right) turn left and go $1\frac{1}{2}$ blocks to hotel on left. Continue straight ahead north on this street crossing railroads and passing fair grounds on right. Quite a steep* winding hill to climb just across bridge after passing "First and Last Chance" saloon on right. From top of hill continue straight ahead north through west side of Grand Ridge (8 miles from Streator) and keep this road all the way to Ottawa. Look out for steep descent with bridge at bottom at Covell Creek about 3 miles beyond Grand Ridge. Coming into Ottawa continue straight ahead to end of street at river bank turn left, cross car line and follow car line down hill and across bridge over Illinois river and straight ahead on La Salle street to court house. (For remainder of route to Geneva Lake see Ottawa to Sycamore.)

BLOOMINGTON TO CHICAGO.

First section.—Bloomington to Dwight, or Bloomington to Ottawa.

Second section.—Dwight to Joliet or Plainfield; or Ottawa to Aurora.

Third section.—Joliet or Plainfield to Chicago; or Aurora to Chicago.

BLOOMINGTON TO DWIGHT—62 MILES.

Since the diagram of this section of the road was drawn I have changed the routing in and out of Bloomington to avoid paving work in Normal, so that the diagram and descriptions do not agree as to entering and leaving Bloomington. In leaving Bloomington go east on Jefferson street from north side of court house, cross I. C. railroad, continue to Towanda avenue, which angles to left 1 block from end of Jefferson street, turn left and follow Towanda avenue and angling road to Kankakee branch of I. C. railroad, cross railroad, follow angling road to end then north $\frac{1}{4}$ mile to end of road, (school house on left) turn right and go east $\frac{1}{4}$ mile to first road, turn left and go north $\frac{1}{2}$ mile to end of road, turn right and go east $\frac{1}{4}$ mile to first road, turn left and go north to C. & A. railroad (double track) cross railroad, turn right and follow railroad about 3 miles to business street of Towanda practically 9 miles from Bloomington. Continue through business street of Towanda, jog left and right to northeast corner of town, then east to first road, turn left, go north to end of road, turn right and go east to first road then turn left and go north nearly 2 miles to end of road, turn right, go east $1\frac{1}{4}$ miles to second road on your left, turn left and go north $\frac{3}{4}$ mile to first road on your right, turn

right and go east 1 mile to gravel road and continue along gravel road to railroad, cross railroad and continue on gravel road across Mackinaw river to principal business street of Lexington, Cottage hotel on right. Turn right and go through business part, jog left and right on gravel road to "White Rock Farm" at northeast corner of Lexington, turn left and go north on gravel road to railroad, cross railroad, continue north $1\frac{1}{2}$ miles to cross road, turn right and go east 1 mile to railroad, turn left without crossing and follow railroad past Ballard station and continue along railroad about $3\frac{1}{2}$ miles to crossing at south edge of Chenoa, cross railroad, turn left and follow business street to T. P. & W. Ry, cross this railroad, turn right and go 2 blocks, turn left on York street and continue to C. & A. right of way, follow railroad to second road on right about 1 mile from Chenoa. Here you have a choice of routes. (You may continue to the crossing, cross railroad, go north to second road, turn right, cross railroad, turn left at first road, cross railroad at Ocoya keep to right and go north to second road, jog right to first road, turn left and go north and east to railroad then north past poor farm, turn right, cross railroad and go east to first road then turn left and go straight ahead to Pontiac.) It is ordinarily better and avoids crossing the railroad to turn right at the road above mentioned before reaching railroad crossing north of Chenoa, go east to first road, turn left, pass cemetery, go north to school house, turn right, go east 2 miles to school house and church, turn left and go north 4 miles to Pontiac. Entering Pontiac turn to right into street running east on north side of State Reformatory grounds and go east to Vermilion street, turn left, go north on Vermilion street, cross river, turn to right on Washington street and go east to

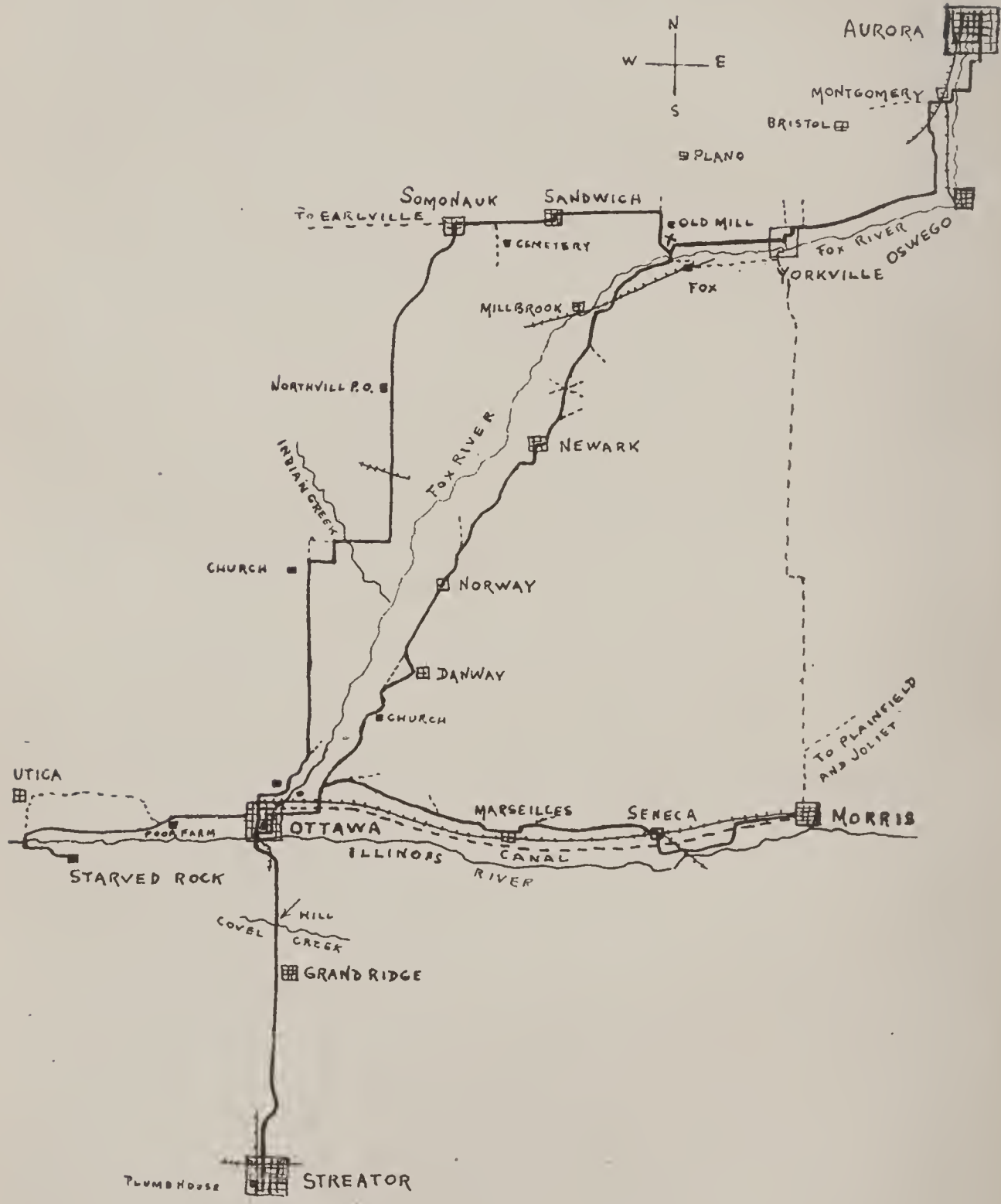
east side of court house, turn left on Main street and follow Main street north to end, jog left, cross C. & A. tracks, keep to right across another railroad, follow C. & A. then turn sharp to right again across C. & A. railroad, turn left and follow between railroad and interurban to crossing, cross C. & A. railroad again and follow telephone line north about $1\frac{1}{2}$ miles to second road on right, turn right and follow telephone poles east $\frac{1}{2}$ mile, jog right and left to railroad right of way, turn left without crossing (Cayuga depot on your right) follow heavy telephone line on north side of railroad 5 miles to Odell. At end of business street in Odell, jog left to first street, turn right, keep to right to railroad and follow on north side of railroad 7 miles to Dwight. Entering Dwight keep straight ahead on S. Washington street a short distance to W. Chippewa street, turn right 1 block, turn left and straight ahead past C. & A. depot on your right to Livingston hotel.

DWIGHT TO BLOOMINGTON—62 MILES.

Leaving Livingston hotel on your right, C. & A. depot on your left go to end of paved street, turn to right on W. Chippewa street, go west 1 block to S. Washington street, turn left and go straight ahead across branch tracks to C. & A. right of way, follow C. & A. railroad 7 miles to Odell; keep to left entering town then jog left to main business street. Turn right on main business street, depot on left, and follow on north side of C. & A. railroad 5 miles to Cayuga station, turn to right just before reaching depot on left and follow heavy telephone line west about $\frac{1}{2}$ mile, turn left and follow telephone line about $1\frac{1}{2}$ miles to C. & A. railroad, cross railroad, turn right and run be-

tween railroad and interurban about 2 miles to crossing, turn sharply to right across C. & A. railroad, to left along C. & A. to another railroad, cross and keep left to C. & A. railroad again, cross C. & A. railroad and go $\frac{1}{2}$ block to Main street, follow Main street to south side of court house, Pontiac. From south side of court house go west on Washington street to Vermilion street (nearly to depot) turn left, cross river and straight ahead to State Reformatory grounds, turn right to first road, turn left and follow this road south 4 miles to church and school, turn right and go west 2 miles to school, turn left and go south to cemetery, turn right and go west 1 mile to C. & A. railroad, turn left and follow railroad to Chenoa, continuing straight ahead to T. P. & W. Ry., turn right 2 blocks, to left across T. P. & W. Ry. and straight ahead through business street to C. & A. railroad crossing at south edge of Chenoa, Cross C. & A. railroad and turn left. (The road continuing west from this crossing follows south of T. P. & W. Ry. straight west past Gridley, El Paso and Eureka to Peoria.) Follow C. & A. railroad past Ballard station and to first road beyond, turn right and go west 1 mile, turn left and go south $1\frac{1}{2}$ miles to C. & A. railroad, cross railroad and straight ahead on gravel road to Lexington ("White Rock Farm" on left), turn right and follow gravel road west and south to principal business street. Go west on principal business street of Lexington nearly to depot (hotel on left), turn left and follow gravel road across Mackinaw river and straight ahead to C. & A. railroad, cross railroad and follow gravel road to end then continue 1 mile on dirt road to end of road, turn left and go south $\frac{3}{4}$ of a mile to end of road, turn right and go west $1\frac{1}{4}$ miles to first road on left, turn left and go south 3 miles to Towanda, tak-

Aurora to Ottawa (two routes.) Ottawa to Morris, Streator and Starved Rock.



ing jogs at end of road to right. From Towanda follow on north side of C. & A. railroad (depot on left) about 3 miles to cross road, turn left, cross C. & A. railroad, pass school on right, continue south to end of road, turn right and go west $\frac{1}{4}$ mile to first road, turn left and go south $\frac{1}{2}$ mile to end of road, turn right and go west $\frac{1}{4}$ mile to first road (school house on corner), turn left and go south to end of road, then angling southwest across railroad and straight ahead passing Country Club on left, go 2 blocks to Jefferson street, turn right and go west to court house, Bloomington.

DWIGHT TO MORRIS AND JOLIET.

Leaving C. & A. depot on right and Livingston hotel on left go to railroad crossing, turn sharp to left without crossing, follow N. Franklin street past small park to elevator, turn right about $\frac{1}{4}$ mile, turn left, cross railroad, go north $\frac{1}{2}$ mile to first road, turn right to first road, turn left and go north through east side of Mazon to end of road (school house at end), turn left and go west $\frac{1}{2}$ mile, turn right and follow this road to bridge over river and canal, cross bridge and continue to Washington street, turn to right to court house. See Morris to Joliet for remainder of route.

AURORA TO OTTAWA via SANDWICH AND SOMONAUK—52 MILES.

Go east on Fox street to Lincoln avenue at top of hill, turn right and follow Lincoln avenue south, cross railroad, pass cemeteries, turn right to Fox river, turn left and follow river to covered bridge over Fox river at Montgomery, cross bridge, turn left a few blocks, turn right, cross car line, go one block, turn left and

follow railroad to crossing, cross railroad and go west to first road, turn left, cross railroad again and follow interurban south until it turns left to cross river to Oswego. Turn right, with the road, and continue straight ahead to Yorkville. As you are starting down hill toward bridge over Fox river in Yorkville, turn right into narrow street and keep straight ahead west about 5 miles to small iron bridge near 3 span iron bridge across Fox river, turn right and go north up long easy hill 1 mile, turn left and go west 5 miles to Sandwich. Jog left 1 block, then west to railroad, follow railroad and angling road to forks, keep to right and go west 3 miles to Somonauk, keeping straight ahead to Catholic church, turn left at church and go south, swinging southwest at end of street. Follow this main road southwest and south 10 miles (passing Northville P. O. and crossing railroad) to cross road near small town of Serena $\frac{1}{4}$ mile to your left about $2\frac{1}{2}$ miles after crossing railroad. Turn right and go west $2\frac{1}{2}$ miles to Indian Creek. Cross bridge and climb steep hill, continue west from top of hill about $\frac{1}{2}$ mile to first road, turn left and go south 1 mile to end of road, turn right and go west 2 miles to church, turn left and go south about 2 miles to fork in road at bottom of hill, keep to left and climb hill, then straight ahead 8 miles to Ottawa. About 3 miles of dirt road in this last stretch. You pass St. Columbia cemetery on your left about 1 mile from Ottawa, turn left and cross railroad. At water works turn right and go west to car line at Fair Grounds, follow car line west then south, cross railroad and canal, and straight ahead on Columbus street to hotel, turn right one block to court house.

OTTAWA TO AURORA via SOMONAUK AND SANDWICH—52 MILES.

From court house go east on Madison street 1 block to Columbus street, turn left, go north on Columbus street, cross canal and railroad, follow car line to where it turns east, turn right and follow car line east to Fair Grounds, continue east to water works, turn left, cross railroad, go north $\frac{1}{2}$ mile, then east past St. Columbia cemetery, turn left and keep straight ahead north about 7 miles (about 3 miles dirt road) to where road forks at bottom of hill. Keep to right, then swing north again and go north about 2 miles to church on left, turn right and go east 2 miles to end of road, turn left, go north 1 mile to first road, turn right and go east $\frac{1}{2}$ mile to top of Indian Creek hill. Steep descent to bridge. Cross bridge and continue east $2\frac{1}{2}$ miles to cross road near small town of Serena about $\frac{1}{4}$ mile ahead to left. Turn left at this road and go north and northeast on main traveled road (first mile may be rough) 10 miles to Somonauk. Entering Somonauk from south continue a short way to Catholic church and school, turn right and go east 3 miles to angling road, turn left and follow angling road to railroad, follow railroad to Sandwich. From main business street of Sandwich go east 5 miles to end of road, turn right, go down long hill 1 mile to small iron bridge near 3 span iron bridge over Fox river, cross small bridge, keep to left and follow north side of Fox river about 5 miles to Yorkville. As you come out on street leading down to bridge over Fox river in Yorkville turn left to top of hill, turn right 1 block, turn left and go to north edge of town, turn right and go east, then northeast on angling road about 8 miles until road turns north opposite Oswego.

From here go north along interurban to railroad, cross railroad, go north to first road, turn right, cross railroad, turn left and follow railroad to Montgomery, turn right, cross car line, go 1 block, turn left to covered bridge across Fox river, cross bridge and go east to first road, turn left and follow river north to forks, keep to right to first road, turn left and go north to Lincoln avenue, Aurora, follow Lincoln avenue to Fox street, turn left down hill (bad railroad crossing) and continue across river to hotel and garage.

AURORA TO OTTAWA via NEWARK—49 MILES.

Route is the same as Aurora to Ottawa via Somonauk until you come to 3 span iron bridge over Fox river, 5 miles west of Yorkville. From this point, cross Fox river and climb hill, turn right and follow this road to railroad, cross railroad, down one hill and up another to east edge of Milbrook ahead. Turn left, follow this road, keeping to right at forks, and continue along this road (some dirt) to Newark. Entering Newark turn left at top of hill, go $\frac{1}{2}$ block, turn right 1 block to hotel, turn left, go south to main road, keep to right and follow angling road to Norway and straight through Norway to forks about 2 miles out (road to left leads to Danway), keep straight ahead to intersection with road from left, go down hill, cross creek, pass church on left and follow main traveled gravel road to railroad 1 mile east of Ottawa, cross railroad and canal, turn right, follow canal, cross bridge, follow this street, Superior, to Columbus street or La Salle street, turn left to court house.

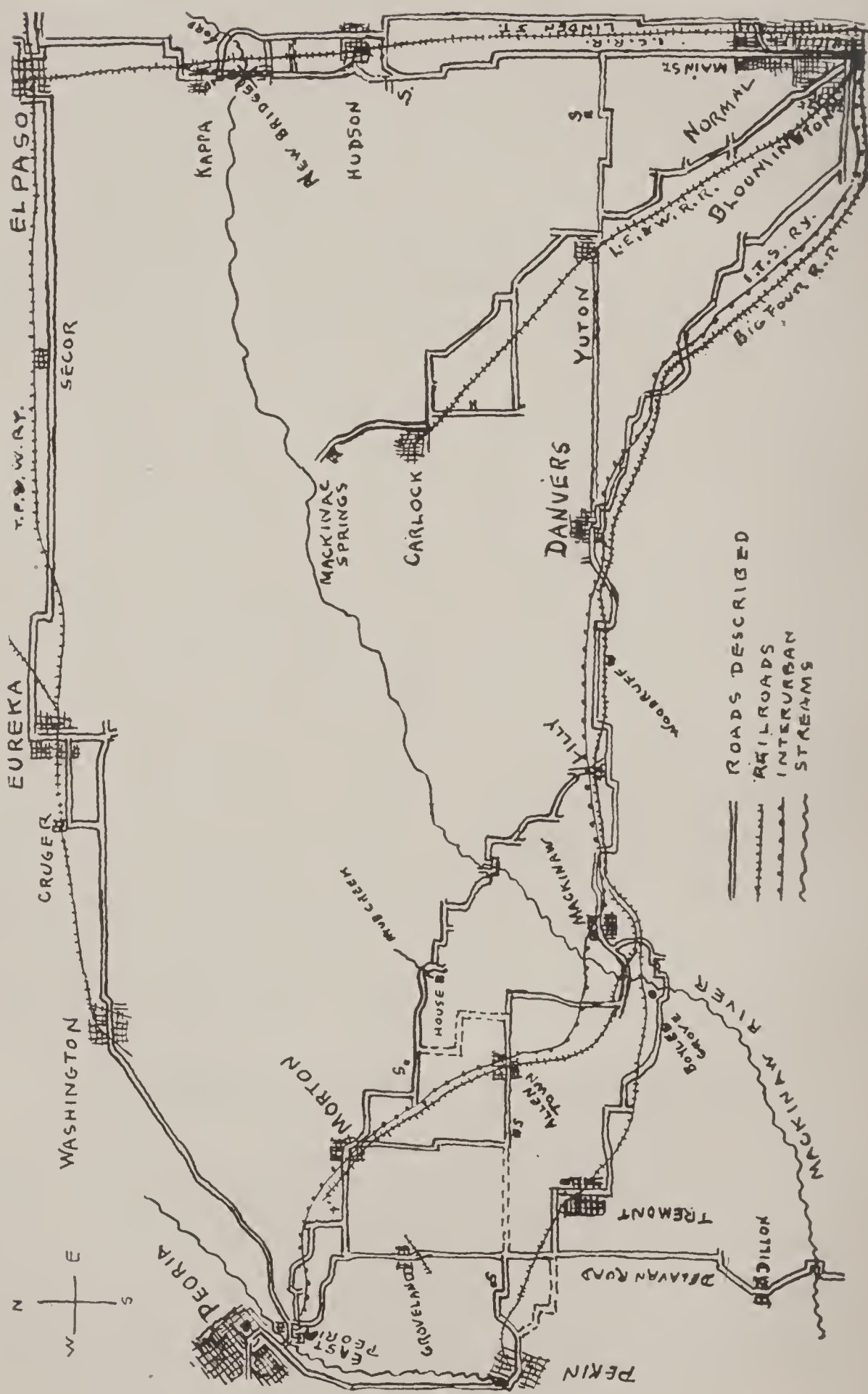
OTTAWA TO AURORA via NEWARK—49 MILES.

From north side of court house in Ottawa go east 1 block to Columbus street, turn left, follow car line north to Superior street nearly to railroad, turn right, follow Superior street east across bridge over Fox river (canal sluice on left), follow canal east to first bridge, cross canal and railroad, follow road northeast keeping to left at first fork and following main traveled road northeast until you pass a church on right about 6 miles from Ottawa, pass church, go down hill, cross bridge, pass road on left as you climb hill, continue a short way to fork, keep to left and follow angling northeast road to Norway. Straight through Norway, keep to right at fork north of town and follow angling road to Newark. Turn left into Newark, go to hotel, turn right 1 block, left $\frac{1}{2}$ block, turn right, descend hill, keep to left at the forks (some dirt road) to east edge of Millbrook, turn sharp to right, go down hill and up another to railroad, cross railroad, straight ahead north and northeast on bank of Fox river. At road on left some 2 miles after crossing railroad, turn left down hill to bridge over river, cross turn right and follow river. From this point to Aurora the route is the same as Ottawa to Aurora via Somonauk and Sandwich, the connection being at the small iron bridge near the Fox river bridge. Road fair, but hilly.

OTTAWA TO MORRIS—25 MILES.

Leave Ottawa on Superior street as though going to Aurora via Newark. After crossing canal and railroad, take first road to right, keep to right at next forks and continue around base of hills to Marseilles. Keep on east on Bluff street in Marseilles. After jogging half a block north at east end of town continue straight ahead,

Bloomington Peoria Routes. Peoria to Eureka and El Paso.



- ROADS DESCRIBED
- RAILROADS
 - INTERURBANS
 - STREAMS

keeping to right at forks. Cross railroad and canal at Seneca and go south to the third street, turn to left and follow road. No forks. Road crosses canal half way between Seneca and Morris on high bridge, steep approaches. Continue to first street in Morris, Jefferson street; turn to right to city. Road sand, gravel, and dirt.

OTTAWA TO STARVED ROCK—10 MILES.

Go west from court house in Ottawa, cross bridge and jog south and west about six blocks to Ottawa avenue, which is a boulevard with grass and tree plot in middle. Continue west on Ottawa avenue past poor farm to bridge across canal. Keep to left along the bottom road, which brings you to bridge across Illinois river, south of Utica. Cross bridge and go south $\frac{1}{2}$ mile, turn left into entrance to Starved Rock Park.

BLOOMINGTON TO PEORIA, via DANVERS, MACKINAW, ALLENTOWN and MORTON.

(Route No. 1—42 $\frac{1}{2}$ miles.)

Go north on Main street from east side of court house 2 blocks to West Market street, turn left and follow Market street under C. & A. railroad to end of pavement, continue straight ahead from end of pavement, cross L. E. & W. Ry., keep straight ahead to forks 3 miles from start, take right hand road and follow heavy telephone line to Danvers, (10 $\frac{1}{2}$ miles,) using great care at crossings of Big Four railway and interurban tracks, as view is obstructed. Cross interurban at east edge of Danvers, follow interurban up town to one block past hotel on left, turn right 1 block, left to end of street, jog right a few rods, then left and

follow heavy telephone line. Road crosses interurban and Big Four, $1\frac{1}{2}$ miles west of Danvers, runs along south side of Big Four railway, 1 mile to end of road, then crosses Big Four railway and runs between Big Four and interurban past Woodruff station until near Lilly, then crosses Big Four railway to left and follows Big Four railway to Lilly, $16\frac{1}{2}$ miles from Bloomington. Jog left a few rods when past depot in Lilly and follow heavy telephone line to Mackinaw ($20\frac{1}{2}$ miles). Cross interurban and railroad as you enter Mackinaw and keep straight ahead through the town and down long hill. Keep to right where road forks near water tank, cross railroad and river and follow railroad about $\frac{1}{4}$ mile to foot of hill. Turn sharply to right, go under railroad trestle, cross interurban on a hill (dangerous crossing) and keep straight ahead about $1\frac{1}{4}$ miles to end of road, then west about $1\frac{1}{4}$ miles to Allentown. Cross railroad and interurban at Allentown, keep on west, (some hilly,) pass school house on left $2\frac{1}{2}$ miles from Allentown, keep on west $\frac{1}{2}$ mile, turn right and go north (with one slight jog to left,) to Morton (31.5.) Cross railroad, Farmer's elevator on your right, turn left and follow narrow street along railroad to Pekin House, turn right 1 block to interurban, Morton bank on corner, turn left, follow interurban as far as you can, cross interurban and go west, following telephone line 5 miles to junction of road from Groveland to East Peoria, turn right and follow telephone line 3 miles to East Peoria. Use great care in descending East Peoria hill. At bottom of hill turn left on Washington street, go straight ahead to car line, follow car line to bridge over Illinois river, cross bridge, continue 2 blocks to Adams street, turn right to court house, turn left, follow west Main street to garage. It is $8\frac{1}{2}$ miles from Morton to East Peoria. This is

probably the best "all year round" route between Bloomington and Peoria. All dirt road until near Peoria. This route measures practically $42\frac{1}{2}$ miles.

BLOOMINGTON TO PEORIA via BOYLE'S GROVE and TREMONT.

(Route No. 2, about 46 miles.)

The route is the same as the Morton route just described as far as the forks in the road near the water tank just west of Mackinaw. At this point instead of keeping to right take the left road, cross Vandalia railroad, and further on the Big Four, follow Big Four west, keeping straight ahead where one road turns south, to the bank of the Mackinaw river, follow bank of Mackinaw south about 1 mile to bridge, cross bridge and keep this road straight ahead past Boyle's Grove on your right. Small telephone line. Cross Big Four on hill, (dangerous) swing left with the road at top of hill and go west to end of road, north about $\frac{1}{2}$ mile to first road, then to left and straight ahead west to Tremont, crossing Big Four again as you are climbing hill. On entering Tremont (29 miles) pass livery stable on right and hotel on left. At next street, (hardware store on corner,) turn right, go north, cross railroad, keep north to small park on right. From north side of park go west about 2 miles, turn right to Big Four railroad. This is both a grade and subway crossing and the elevator at Leslie can be seen about a $\frac{1}{2}$ mile to your left. Keep straight ahead over railroad and north to Groveland, follow telephone poles straight ahead through Groveland to E. Peoria. The telephone line coming in on your right after passing Groveland is on the Morton road. Entrance to Peoria is the same as in the route

last described. This route measures about 46 miles and is a fair road, though all dirt, but cannot be traveled between Boyle's Grove and Mackinaw if the Mackinaw river is out of its banks.

BLOMINGTON TO PEORIA.

(Shortest route—39.7 Miles.)

This route follows the old State road from Lilly to Morton and measures 39.7 miles from the court house in Bloomington to the court house in Peoria divided as follows: Danvers 10.5, Lilly 16.5, Morton 29.3, E. Peoria (First Nat. Bank) 37.8, Peoria (court house) 39.7. From Lilly to within about 5 miles of Morton the road angles and winds through the woods and would not be practicable for automobiles after a considerable rain, as the woods shut out the sun a good deal. Leave Bloomington the same as in the other described routes and proceed the same to Lilly. At Lilly instead of jogging to left and following the heavy telephone line, turn to right after passing depot, cross Big Four, angle left across interurban, follow small telephone line about $\frac{3}{4}$ of a mile to fork. At this point keep to left and follow winding road through woods northwest and west to end of road, turn right and keep this road northwest, north and west to the bridge over Mackinaw river. Cross bridge, swing to right a short distance but keep to left at the forks where the road continues north along bank of river. Follow road west, winding through the bottoms and northwest up long hill, gravel road bed. Road turns north soon after reaching top of hill and comes to an end. Turn left, pass road on left and continue west to end of road, go north to end of road, then west again to end of road, (house on corner) turn right and

go north, then west across creek to telephone line. This point is 24.7 miles from Bloomington. Follow telephone line west to interurban and Big Four railroad, then north $1\frac{1}{2}$ miles and west to Morton. (Morton Bank 29.3.) Follow interurban through Morton and as far as you can beyond, cross interurban and follow telephone poles, cross railroad, pass Robert's cemetery. At next road, practically 3 miles from Morton Bank, turn right, go north about 1 mile to forks, keep to left, follow winding road across stone bridge and northwest to interurban, cross interurban and follow the road straight ahead. Road keeps up on the bluff. Interurban is on your left at the foot of the bluffs. Watch for pretty steep hill which you descend about 2 miles after crossing interurban. At foot of hill turn right and follow interurban to end of road, (Vine St., East Peoria,) make short jog to right to E. Washington St., (Defenbaugh's grocery on your left, saloon on right,) turn left and follow E. Washington street to First Nat. Bank of E. Peoria on your left, continue straight ahead following car line on paved street to bridge across Illinois river, cross bridge, continue straight ahead two blocks to end of street, turn right and follow S. Adams street about five blocks to court house. Turn left on West Main street about 5 or 6 blocks to garage. Road is dirt and clay from Bloomington to the hill west of the Mackinaw river, gravel over the hill, dirt and clay the balance of the way until within a short distance from top of last hill near East Peoria. Road is rolling but no bad hills to climb.

PEORIA TO BLOOMINGTON via MORTON AND ALLENTOWN. (Route 1—42½ Miles.)

From court house in Peoria go south on Adams street about 5 blocks to Bridge street, turn left to bridge over Illinois river, cross bridge, follow car line to First Nat. Bank of East Peoria, continue straight ahead over small bridge to Springfield street on right, turn right and climb long steep hill, follow road about 3 miles to road on left, where telephone line divides, turn left and follow telephone line 5 miles to Morton, following interurban to Morton bank. Turn right 1 block to Pekin house, turn left along railroad to Farmer's elevator, cross railroad, go south 4 miles (1 little jog to left) to end of road, turn left, go east 3 miles to Allentown, cross railroad and interurban, continue east about 1¼ miles to end of road, turn right, follow this road south, cross interurban (dangerous crossing) as you descend hill, continue to railroad, go under railroad, turn left, follow railroad, cross river and railroad and climb long hill (bad railroad crossings) to Mackinaw, continue straight ahead through Mackinaw, cross interurban at east edge of town, follow heavy telephone line and interurban to crossing, cross interurban and railroad and follow heavy telephone line to Lilly. Follow telephone line along railroad from Lilly to crossing, cross railroad and run between interurban and railroad past Woodruff station to end of road, cross railroad and follow telephone line 1 mile, cross railroad and interurban again (bad crossing) and follow telephone line 1½ miles to Danvers. Entering Danvers jog right ½ block, turn left, go east 2 blocks, turn right 1 block, turn left, follow interurban to east edge of town, cross interurban and follow heavy telephone line 10 miles to Bloomington watching carefully at railroad and interurban crossings. Entering Bloomington follow car line on West Market street to Main street, turn right 2 blocks to court house.

PEORIA TO BLOOMINGTON via TREMONT AND BOYLES GROVE.

(Route 2, about 46 Miles.)

Leave Peoria as described in route 1 and continue to where Morton road turns to left 3 miles from E. Peoria. At this point continue south along telephone line to Groveland and through Groveland, cross Sante Fe tracks and continue south about 3 miles to Big Four railroad, cross railroad and go south to first road, turn left and go east 2 miles to Tremont. Entering Tremont continue to park, turn right, cross railroad, go south about 3 blocks to hardware store on right, turn left and go east, cross railroad as you descend hill, continue east to top of next hill, turn right to first road, turn left, go east, cross Big Four railroad again as you descend hill, continue east, pass Boyle's Grove, cross Mackinaw river, turn left, follow this road north, east and north to Big Four railroad, cross railroad, continue to another railroad, cross and follow this road up long hill to Mackinaw. Proceed to Bloomington as described in route 1.

PEORIA TO BLOOMINGTON.

Shortest way. (39.7 miles.)

Leave court house on right, follow S. Adams street, south about 5 blocks to Bridge street, turn left to bridge over Illinois river, cross bridge, follow car line on brick pavement, W. Washington street to First Nat. Bank of E. Peoria (2.1,) follow E. Washington street eight-tenths of a mile to Vine street, Defenbaugh's grocery on your right, make short jog to right then continue east across interurban and follow interurban about a mile to forks near crossing, turn sharply to left up winding hill.

From top of hill, which is a good stiff climb but not so bad as the E. Peoria hill, follow the road as it winds along top of bluff about 2 miles to interurban, cross interurban, follow this road east about one mile to end of road, turn right about 1 mile to telephone line, turn left, follow telephone line 3 miles to Morton. From Morton you may proceed to Bloomington via Allentown as described in route No. 1, or, to continue the shortest way, keep straight ahead along interurban to east edge of Morton, follow heavy telephone line east, south and east to where the line turns south 4.6 miles from Morton Bank. At this point continue east, cross creek, swing south with the road to first road on your left (house on corner,) turn left to end of road, right to first road, then left and keep this road east, passing road on right. A few rods after passing this road, (houses on left,) turn right and keep this road south and south east, winding down long hill and through the bottoms to bridge over Mackinaw river. Cross bridge, turn left, follow road north a few rods, then east, south and south east, keeping to left at the forks, until you come to small telephone line, follow this telephone line about $\frac{3}{4}$ mile to Lilly. Cross interurban and Big Four, turn left to heavy telephone line, proceed to Bloomington as described in route No. 1. Gravel from E. Peoria until some distance beyond top of the bluff, dirt and clay balance of way except gravel on hill west of Mackinaw. No bad hills after climbing the bluff out of East Peoria. Road through woods north west of Lilly is likely to have mud holes after a wet spell.

**PEORIA TO PEKIN via BARTONVILLE,
11 MILES.**

Leaving court house on right follow car line south on South Adams street. At end of pavement continue straight ahead along heavy telephone line to Bartonville, climb hill to left, (not bad,) pass Bartonville school on left. From Bartonville, the road, gravel and in fair condition, follows the bluff on your right and the river bottoms on your left. Follow heavy telephone line. Nine miles from Peoria court house, just after passing coal mine, turn left to dyke road, rough surface, and follow dyke to bridge over Illinois river, cross bridge to Pekin, coming in on Court street. No bad hills, the one at Bartonville being the heaviest.

**PEKIN TO PEORIA via BARTONVILLE,
11 MILES.**

Leaving court house on your left go west on Court street to bridge over Illinois river, cross bridge, keep straight ahead across dyke road about 1.8 miles to end, turn right and follow heavy telephone line. Gravel road, no bad hills. A trifle under 6 miles from end of dyke where you make this right turn you come to the South Adams street pavement in Peoria. Follow S. Adams street to court house. Telephone line increases in size from 3 to 6 arms as you near Peoria.

**BLOOMINGTON TO PEKIN—(37.5 MILES via
ALLENTON.)**

This route is the same as Peoria No. 1 from Bloomington to Allentown and from Allentown west 3 miles to the point where you turn north to Morton. At this point

instead of turning north keep on west about $6\frac{1}{2}$ miles to end of road, jog right to Elm Hill school, turn left, cross railroad, (bad crossing) climb hill, pretty steep but short and continue down long hill $2\frac{1}{2}$ miles to Pekin. Some sand after you reach foot of long hill. Keep straight ahead on Court street to court house. Another route via Tremont is the same as route No. 2 from Bloomington to Peoria until you come to cross road 1 mile north after crossing Big Four railroad 2 miles west of Tremont. At this point turn left $2\frac{1}{2}$ miles to end of road, jog right to Elm Hill school and proceed to Pekin as above described. This route is about 2 miles longer than the Allentown route.

PEKIN TO BLOOMINGTON. (37.5 MILES via ALLENTOWN.)

Leaving court house in Pekin on your right go east on Court street to end of pavement, keep straight ahead through sand to foot of long hill having good, hard roadway and continue up hill. At top of hill where road forks keep to left, descend short steep hill, (dangerous railroad crossing at bottom) continue on this road east to Elm Hill school, 4 miles from Pekin. Jog right to first road, turn left and keep straight ahead east about 2 miles to cross road. This is the Peoria road via Groveland. From this point you may keep straight ahead east 7 miles to Allentown and follow Bloomington-Peoria route No. 1 to Bloomington; or at Groveland road turn right and follow Bloomington-Peoria route No. 2 via Tremont and Boyle's Grove. The latter road is about 2 miles longer than the Allentown road and is more hilly, though more picturesque.

PEKIN TO DELAVAN. (20.3 MILES.)

Leaving court house on your right go east on Court street to end of pavement. Keep straight ahead at end of pavement through pretty deep sand for about 2 miles to foot of long hill having good roadway. At top of hill where the road forks, keep to left, descend short steep hill, (railroad at bottom,) follow this road about 1 mile to Elm Hill school, 4 miles from Pekin, make short jog right, turn left and keep this road east 2 miles to the Groveland road, turn right, go south, cross railroad, (grade and subway crossing), Leslie elevator about $\frac{1}{2}$ mile to your right. The first road south of this railroad is the Tremont road. Keep straight ahead south 2.5 miles to end of road, make a little jog to right, then south again and angling a little southwest 1.4 miles to settlement of Dillon. Keep straight ahead through Dillon, following small telephone line down long hill on angling southeast road which turns south to the bridge over the Mackinaw river about 2 miles from Dillon. Cross bridge, swing to right with the road for a short distance, then south. (About $\frac{1}{4}$ mile after turning south there is a narrow road to right which I am told will take you over the bluff on an easier grade than by continuing south, but as I have not been over it I am unable to vouch for the fact. If you think the hill south on the following described route is too much for your car you might try it.) Keep straight ahead south from Mackinaw river over steep hill. From top of this hill go south about 2 miles to second road on your right, turn right 1 mile to first road, turn left and go south $2\frac{1}{2}$ miles to Delavan, coming in on the principal business street. Pass school on left, Tazewell Bank on right and keep straight ahead 2 blocks to hotel, Tazewell House, on

your right. No bad hills to climb on this route except the one south of the Mackinaw river. The road over this hill is the best traveled. All dirt and clay road after leaving Pekin hill.

DELAVAN TO PEKIN. (20.3 MILES.)

From Tazewell house go north passing bank buildings on left and school on right, and keep straight ahead north $2\frac{1}{2}$ miles, turn right 1 mile to first road, turn left, go north 2 miles, descend steep hill, keep straight ahead to end of road, jog right to bridge over Mackinaw river, cross bridge, jog left a little with the road, then north and northwest up long hill following small telephone line 2 miles to Dillon, 8.5 miles from Delavan. Keep straight ahead through Dillon, angling a little to northeast, then north to end of road, make little jog to right, then north nearly 4 miles to Big Four railroad, cross railroad, (grade and subway crossing) continue north 1 mile, turn left, follow this road west 2 miles to end, make little jog to right to Elm Hill school, turn left and keep this road west to railroad, cross railroad, (bad crossing, caution) climb short hill, (quite steep) continue straight ahead from the top down long hill and over quite heavy sand to Pekin, coming in on Court street. Continue straight ahead to court house. The long hill south of Dillon and the short one west of Elm Hill school just after crossing railroad are practically the only hills you have to climb.

DELAVAN TO PEORIA. (24 MILES.)

Route is the same as from Delavan to Pekin (just described) until you come to road 1 mile north of the Big Four railroad where there is a grade and subway crossing. At this point instead of turning to left, keep straight ahead 4 miles to Groveland, follow telephone line 5 miles to E. Peoria. Be careful to have car under control when starting down E. Peoria hill. At bottom of hill, which is Springfield street, East Peoria, turn left and keep straight ahead to street car line, follow car line on paved street, (W. Washington), to bridge over Illinois river, cross bridge, keep straight ahead 2 blocks to end of street, turn right and follow S. Adams street to court house. No hills to speak of to climb except the long hill entering Dillon after crossing Mackinaw river. Two steep hills to descend, the one south of Mackinaw river and the E. Peoria hill. All dirt and clay road until near Peoria.

PEORIA TO DELAVAN via GROVELAND.

(24 MILES.)

Leave court house on right, follow S. Adams street south about 5 blocks to Bridge street, turn left to bridge over Illinois river, cross bridge, follow car line on paved street, (W. Washington) to First Nat. Bank of E. Peoria on right. Continue straight ahead over small bridge to Springfield street on right, turn right, climb E. Peoria hill, (very steep rise at bottom, gradual after first rise), follow telephone poles, keep straight ahead south where one line turns off to left about 3 miles from E. Peoria. Keep on south through Groveland, cross Sante Fe tracks below Groveland, and continue south to Big Four railroad, (grade and subway crossing.) From this point

to Delavan the route is the same as the route described from Pekin to Delavan. Dirt and clay road after leaving E. Peoria bluffs. For route from Peoria to Delavan via Pekin, see Peoria to Pekin, Pekin to Delavan.

**PEORIA TO OTTAWA via WASHINGTON,
EUREKA, EL PASO, GRIDLEY and STREA-
TOR; PEORIA TO PONTIAC, LEX-
INGTON AND DWIGHT.**

From court house in Peoria go south on S. Adams street past Hotel Fey on left to Bridge street, turn left, cross bridge, follow car line on paved street to East Peoria. Pass First Nat. Bank of E. Peoria on right and follow Washington street east, cross bridge and railroad, pass Springfield street, which is the E. Peoria hill, cross interurban, follow gravel road and heavy 4 arm telephone line $9\frac{1}{2}$ miles to Washington. The hill 3 miles or so out of E. Peoria is a pretty stiff hill but not so bad as the E. Peoria hill. Gravel road all the way to Washington. On entering Washington go under one railroad, cross another, jog around small park and follow paved street east to end, jog left a few rods, then continue due east. Gravel road for $2\frac{1}{2}$ miles and crushed stone road for 1 mile. About 5 miles from Washington where 4 arm telephone line turns north, go north 1 mile to Cruger, turn and go east about 2 miles to Eureka, $17\frac{1}{2}$ miles from E. Peoria. At business street turn left and go north across railroad and over hill to first road, turn right, go east about 2 miles to end of road, jog south about $\frac{1}{4}$ mile to first road, turn left and keep due east, cross T. P. & W. Ry., keep on east, passing Secor on left to El Paso, practically 32 miles from E. Peoria. It is hilly, (not bad) through Eureka and some hilly

where you cross Panther creek between Secor and El Paso. Roads on north and south sides of T. P. & W. Ry., between Secor and El Paso are about the same as to hills but the south road is ordinarily the most traveled. At west edge of El Paso cross T. P. & W., turn right, follow through the main street of El Paso, (some pavement), cross Illinois Central railroad, after passing elevator and green houses turn right, cross T. P. & P railroad, turn left and follow this road east, practically level, 7 miles to Gridley. This is the junction with the road which I recommend as the best road between Bloomington and Streator. (See route Bloomington to Ottawa. For route El Paso to Bloomington, see La Salle to Bloomington.) For Chenoa keep straight ahead, east, along south side of T. P. & W. 8 miles to Chenoa. (For route Chenoa to Pontiac and Dwight see Bloomington to Dwight.) All dirt road after leaving gravel and rock road about $3\frac{1}{2}$ miles east of Washington. No bad hills after climbing the hill out of E. Peoria. For Lexington turn south at first road after passing Meadows 4 miles east of Gridley. Gravel near Lexington.

OTTAWA TO PEORIA via STREATOR, GRIDLEY, EL PASO, EUREKA and WASHINGTON.

(78 MILES.)

Leaving court house in Ottawa on your left, go south on La Salle street to bridge over Illinois river, cross bridge, turn left up hill, cross street car line part way up hill, go east two blocks, turn right and keep this road due south. Quite steep hill to climb at Covell creek, about 5 miles from Ottawa. Keep this main road due south, passing through west edge of Grand Ridge, to Streator, coming in past fair grounds on left and straight

ahead on N. Bloomington street to Plumb House on right. Continue south from hotel on North Bloomington street to second street (Bridge street, school building), turn right and go down hill, cross Vermillion river, follow Bridge street to end of pavement, turn left and right (or continue on Bridge street to vacant commons and angle to left) to main north and south road, turn left and go south 1 mile to end of road, turn right and go west about $1\frac{1}{2}$ miles, turn left over small iron bridge and go south 5 miles to Ancona, keep straight through Ancona, cross railroad tracks, keep to left and straight ahead south 12 miles (two little jogs to left the width of road) to Illinois Central railroad 1 mile west of Flanagan, cross railroad, keep straight ahead south ten miles to T. P. & W. railroad, one half mile east of Gridley, cross railroad, turn right at first road and go west 8 miles to El Paso passing through south edge of Gridley. Entering El Paso, cross T. P. & W. railroad after passing grove of trees on right, turn left, cross Illinois Central railroad, proceed on same street to west side of town, turn left over T. P. & W. railroad and follow T. P. & W. railroad west past Secor on right to railroad crossing, cross railroad, continue west to end of road, turn right and go north to first road, turn left and go west to north edge of Eureka, turn left and go south to business center. Follow heavy telephone line west 2 miles to Cruger, south to main road and west along same telephone line to Washington. On entering Washington jog left to paved street, turn right and go west to square, jog around square, cross one railroad and go under another and continue along heavy telephone line, gravel road, 9 miles to East Peoria. Keep straight ahead through East Peoria on W. Washington street to street car line, follow car line to bridge over Illinois river, cross bridge, go

straight ahead two blocks to S. Adams street, turn right to court house. Gravel road from Ottawa to 1 mile south of Streator except 1 mile through Grand Ridge, and stone and gravel from 3 miles east of Washington to E. Peoria. Balance of road dirt. Some hilly between El Paso and Secor and around Eureka. Covell creek hill south of Ottawa is the hardest hill to climb. Hill east of E. Peoria is the steepest descent.

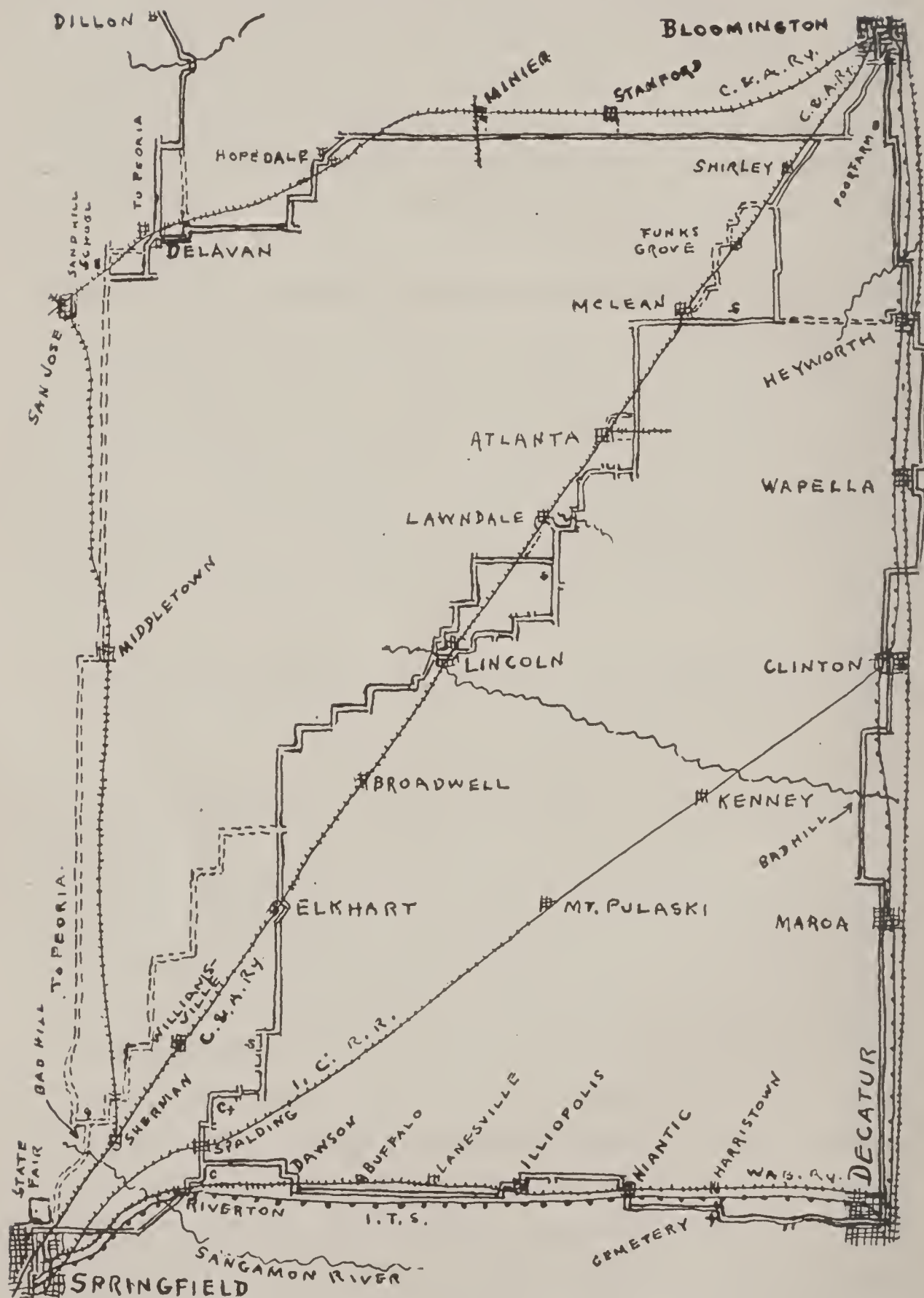
DWIGHT, PONTIAC and CHENOA TO PEORIA.

For route from Dwight and Pontiac to Chenoa see route Dwight to Bloomington. Just after crossing C. & A. railroad at Chenoa, instead of turning to left to parallel the track, keep on due west 8 miles to Gridley where you strike the Ottawa-Peoria route just described. Distance Chenoa to Peoria by this route 47 miles.

BLOOMINGTON TO SPRINGFIELD via LINCOLN. (79 MILES.)

The distance from Bloomington to Springfield by way of C. & A. railroad is 60 miles, the railroad running almost due southwest, the shortest route by road, following the C. & A. railroad as near as you can, is 79 miles. This difference is due to the fact that you get but little angling road, the most of the time going south and west, with right angle turns. It is only 11 miles further to go by way of Decatur and you have the advantage, in wet weather, of some 15 miles of hard roads and paved streets. (For route via Decatur see Bloomington to Decatur. Decatur to Springfield.) The route via Lincoln along the C. & A. railroad is as follows: From court house in Bloomington go west 3 blocks to Lee street,

Bloomington to Springfield, Decatur and Delevan.



turn left, go south, cross railroads and climb hill, turn right on Wood street, at top of hill. Follow Wood street west to west side of Miller Park, turn left and go south 1 mile to Six Points, turn right and follow four arm telephone line as far as you can, which takes you through Shirley and to the point where telephone line enters the C. & A. right of way. From this point keep straight ahead south $4\frac{1}{2}$ miles to end of road, turn right and go west 4 miles to railroad south of McLean, 1 mile of stone road. You pick up the four arm telephone line again a short way before reaching railroad. Follow telephone line across railroad and west and south past Atlanta on your right. Continue to follow telephone line about 5 miles until you come to gravel road where road forks and one telephone line leads off to right to Lawndale. Turn left on gravel road with telephone line and go south 1 mile to where the telephone line turns west to railroad. From this point you may follow the four arm telephone line all the way to Lincoln and south through west side of Lincoln to the paved street in front of the Institute. If you take this route be careful not to get mixed up with another four arm telephone line running east and west through Lincoln. Or, from the point where telephone line turns west off gravel road continue south on gravel road (gravel soon ends) pass Straight Row school, go south to first road on your right, turn right and go west 2 miles to second road on your left, turn left and go south to first road, turn right and go west. Road turns south at C. & A. right of way. Follow this road past coal mine to I. C. railroad, cross railroad and follow car line on paved street, Kickapoo street, to court house, turn right, cross C. & A. railroad at depot, turn left follow paved street to gas house, then west on dirt road to four arm telephone line, turn left to paved

road in front of Institute. It is 40 miles from Bloomington to Lincoln. Follow four arm telephone line from the Institute as it zig-zags south and west to a point about 12 miles from Lincoln where the telephone line turns west. There are two small telephone lines continuing south. Follow the small lines south 3 miles to Elkhart. Cross C. & A. railroad 1 block north of depot, turn right 1 block, turn left and go east 2 blocks to end of street, turn right and follow this street to end, swing south and follow this road $5\frac{1}{2}$ miles to end, turn right $\frac{1}{4}$ mile to first road, turn left and go south 3 miles, turn right and go west $2\frac{1}{4}$ miles to end of road, turn left and go south past cemetery and church to end of road, make little jog to right then south again 1 mile to Spalding, cross railroad continue south about $1\frac{1}{2}$ miles to church on left (River-ton) turn right to end of street, turn left, cross Wabash railroad, continue to interurban, turn right one block, cross interurban at power house, follow this road across Sangamon river and along dyke road to top of hill, continue west about 4 miles to State fair grounds, (use caution in crossing interurbans and railroads, particularly the C. & A. yard tracks) go west along fair grounds to N. Eighth street, turn left and go south to E. North Grand avenue, (car line and water trough) turn right 1 block to N. Seventh street, turn left, follow N. Seventh street to railroad, cross railroad, go 2 blocks, turn right 1 block to court house, Springfield. This route avoids the bad sand hill at Sangamon river by going via Elkhart.

SPRINGFIELD TO BLOOMINGTON via LINCOLN. (79 MILES.)

This is an all dirt road with the exception of a few miles of cinders and gravel and 1 mile of stone. It is only 11 miles further by way of Decatur and in wet weather you have the advantage of about 15 miles of hard roads and paved streets but will have a steep hill north of Decatur. (For this route see Springfield to Decatur. Decatur to Bloomington.) The Lincoln route is as follows: From the court house in Springfield go east on Washington street 1 block, turn left on N. Seventh street and follow N. Seventh street to end, turn right 1 block, turn left and follow N. Eighth street to State fair grounds, turn right, cross C. & A. yard tracks, (caution) continue straight ahead east about 4 miles to top of hill, descend hill and follow dyke road across Sangamon river to power house at Riverton, cross interurban, turn right 1 block, turn left and go north across Wabash railroad to top of hill, turn right with telephone wires and go east to church, turn left and go north to Spalding, cross railroad, continue north to end of road, make little jog to right to first road, turn left, go north, pass church and cemetery, turn right and go east $2\frac{1}{4}$ miles to end of road, turn left and go north 3 miles to end of road, turn right $\frac{1}{4}$ mile to first road, turn left and go north $5\frac{1}{2}$ miles to Elkhart. Cross C. & A. railroad 1 block north of depot and follow small telephone lines north 3 miles to four arm telephone line, continue along four arm telephone line about 11 miles to end of paved street in front of the Institute at edge of Lincoln. From this point you may continue through west side of Lincoln along four arm telephone line (being careful not to get mixed up with another four arm line running

east and west through Lincoln) until you come to a gravel road 1 mile east of where you cross C. & A. railroad about 5 miles from Lincoln. (Or, after leaving paved road in front of Institute and crossing car track, turn right and proceed to business streets of Lincoln. Cross C. & A. railroad at north side of depot, go 2 blocks, turn left at Kickapoo street, follow car line north across I. C. railroad, pass coal mine, turn right when road turns and go east to second road, turn left and go north to first road, turn right and go east 2 miles, turn left and go north past Straight Row school house to four arm telephone line 1 mile east of C. & A. railroad.) From this point go north along telephone line on gravel road 1 mile to forks where one road leads to left to Lawndale, turn right and follow four arm telephone line east a few rods, then north across Kickapoo creek and all the way to the railroad at south edge of McLean passing 1 mile south and 1 mile east of Atlanta. From railroad crossing at McLean go east along stone road, leaving telephone line a short distance from railroad, and continue east 4 miles to narrow road on left (farm houses to right) turn left and go north $4\frac{1}{2}$ miles to C. & A. right of way where you again pick up the four arm telephone line. Follow four arm telephone line through Shirley and all the way to Six Points, 1 mile south of Bloomington. Turn left at Six Points and go north to Wood street, north side of Miller Park, turn right and go east to Lee street (grocery store on corner) turn left, cross railroads, continue to street car line, cross car line, go 1 block, turn right and go east 3 blocks to court house.

BLOOMINGTON TO DECATUR—46½ MILES.

Leave court house in Bloomington on right and go south on South Main street and follow telephone line south (taking jogs in road to left) to bridge over Kickapoo Creek about 11 miles from Bloomington, cross bridge, turn left up hill, cross interurban, turn right and follow interurban to business street of Heyworth, turn left, cross I. C. railroad at depot go east to end of street turn right and go south 1 mile to end of road, turn left to first road, turn right and follow this road south (some winding) about 4½ miles to end of road, jog right to first road, turn left and go south through east edge of Wapella to end of road, jog left to first road, turn right and go south 2 miles to end of road, turn right, cross railroad and interurban, turn left at first road and go south 2½ miles to court house in Clinton 24.2 miles from Bloomington. From east side of court house in Clinton go east 2 blocks to church, turn right and go south, follow interurban on your right about 2 miles, cross interurban, turn left at first road and go south taking care in descending Salt Creek hill. Continue south 5 miles to end of road, turn left to first road, turn right and follow interurban to and through Maroa and straight ahead 13½ miles to Decatur, coming into Decatur on N. Water street, which you follow straight ahead to court house. Dirt road from 2 miles south of Bloomington to within 6 miles of Decatur.

DECATUR TO BLOOMINGTON—46½ MILES.

From Decatur go north on N. Water street to end of pavement and straight ahead to Maroa 13½ miles from Decatur. Follow interurban through Maroa and

1 mile north, turn left $\frac{1}{2}$ mile to first road, turn right and go north 5 miles to end of road, (steep hill to climb at Salt Creek), turn right, cross interurban, turn left and follow interurban about 2 miles to court house, Clinton, 22.3 miles from Decatur. From north side of court house go north $2\frac{1}{2}$ miles to end of road, turn right, cross interurban and railroad, turn left and go north about 2 miles to end of road, jog left to first road, turn right and go north through east side of Wapella to end of road, jog right to first road, turn left and go north 5 miles (road winds some) turn left $\frac{1}{2}$ mile to first road, turn right and go north to Heyworth. Cross I. C. railroad at south side of depot in Heyworth, turn right at first street and go north to end of road, cross interurban and descend hill, turn right and cross bridge and follow telephone line north 11 miles to Bloomington. Dirt road except about 6 miles from Decatur and 2 miles from Bloomington. Continue straight ahead on S. Main street to court house. All hills average ones except the one at Salt Creek.

SPRINGFIELD TO DECATUR—43 MILES.

From court house in Springfield go east on Washington street 1 block, turn left at N. Seventh street, and go north to end of street, turn right 1 block to N. Eighth street, turn left and follow N. Eighth street to State Fair grounds, turn right and go east along south side of State Fair grounds and straight ahead across railroad yards (caution) and continue east about 4 miles to top of hill, go down hill and follow dyke road to left, cross Sangamon river to power house at Riverton. Cross interurban at power house, turn right 1 block, turn left and go north, cross Wabash railroad

go north to top of hill, turn right with telephone line and go east to church, turn left and go north about $\frac{3}{4}$ mile to road on right (10 miles from Springfield), turn right and go east 4 miles to end of road, turn right and go south $\frac{1}{2}$ mile to Dawson, turn left at school and go to east edge of town, turn right, cross Wabash railroad, turn left and run between R. R. and interurban about 10 miles, to crossing west of Illiopolis, cross Wabash railroad, turn right and follow railroad to bank in Illiopolis, turn left and go north $\frac{1}{2}$ mile to first road, turn right and go east nearly 4 miles, turn right and go south to Niantic, turn left on business street just before reaching railroad, go east through business street to coal shaft, turn right, cross railroad, go south $\frac{1}{2}$ mile to end of road, turn left and go east with telephone line $4\frac{1}{2}$ miles to cemetery on your right, turn right a few rods to end of road, turn left and follow gravel road and heavy telephone line 7 miles to Decatur (hilly toward end) coming in on W. Main street, follow W. Main street straight ahead to business section passing Milliken University buildings on your left. Continue to street car waiting room in street, go 1 block east to N. Water street which you follow north for Bloomington. Hilly about Riverton and just west of Decatur. Gravel, cinders and clay.

DECATUR TO SPRINGFIELD—43 MILES.

From street car waiting room in circle by St. Nicholas hotel go west on W. Main street to end of pavement (Milliken University buildings on right) continue west from end of pavement on gravel road (hilly) along heavy telephone line 7 miles to end of road, jog right a few rods to cemetery on your left, turn left

and go west along telephone line $4\frac{1}{2}$ miles, turn right and go north $\frac{1}{2}$ mile to railroad, cross railroad at coal shaft, turn left, go west through business street of Niantic to west side of town, turn right and go north $\frac{1}{2}$ mile to first road, turn left and go west nearly 4 miles, turn left $\frac{1}{2}$ mile to bank in Illiopolis, turn right and go west to railroad crossing, cross railroad and go west between railroad and interurban about 10 miles to east edge of Dawson, turn right, cross railroad, turn left and go west to west side of town, turn right and go north $\frac{1}{2}$ mile, turn left and go west 4 miles to end of road, turn left and go south to church, turn right and follow telephone line to end of street, turn left and go down hill, cross Wabash railroad (Riverton) continue straight ahead to interurban, turn right 1 block, cross interurban and continue along road to right across Sangamon river and along dyke road to top of hill, keep on west about 4 miles to State Fair grounds (caution in crossing railroads and interurban particularly C. & A. yard tracks), follow State Fair grounds west to N. Eighth street, turn left and go south to E. North Grand avenue (car track and water trough) turn right 1 block to N. Seventh street, turn left and follow N. Seventh street to I. C. railroad, cross railroad, go 2 blocks ahead, turn right 1 block to court house. Road gravel, cinders and clay. Hilly out of Decatur and around Riverton; balance of road nearly level.

BLOOMINGTON TO DELAVAN—34.5 MILES.

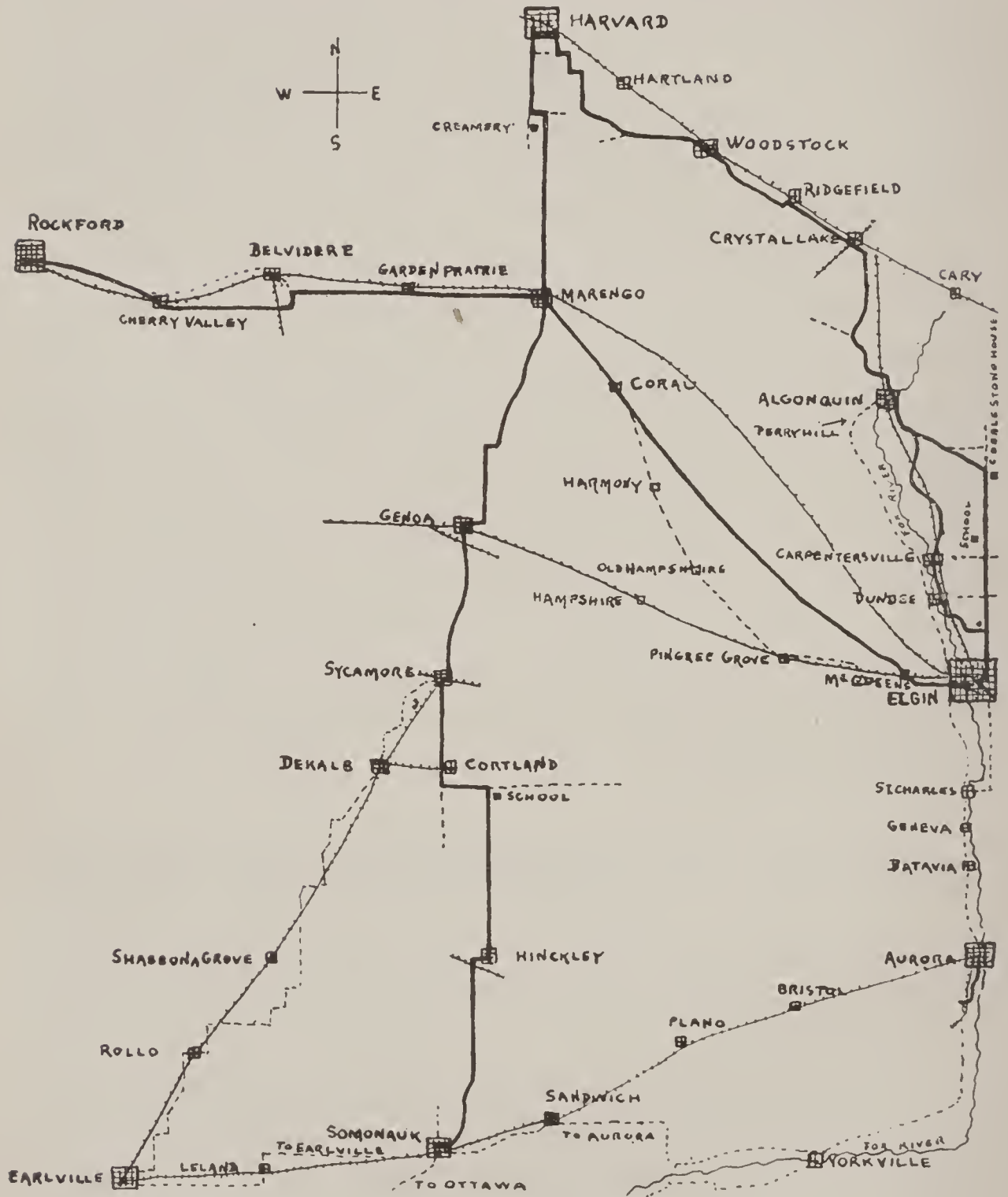
From court house go south on S. Main street cross railroads, continue up hill to Wood street (brick pavement), turn right and go west to west side of Miller Park. Look out for interurban crossing 2 blocks west

of Main street. (Or from north side of court house go west 3 blocks to Lee street, turn left follow Lee street south to Wood street at top of hill, turn right to west side of Miller Park.) Go south on west side of Miller Park about 1 mile to Six Points, turn right and follow heavy telephone line to C. & A. railroad about 5 miles from court house. Leave telephone line, cross C. & A. railroad and keep due west 19 miles to Jacksonville branch of C. & A. R. R. Cross railroad, turn left and follow angling road about .3 of a mile to Hopedale, 24.3 miles from Bloomington. (You will pass Stanford and Minier on your right respectively 9.4 and 15.4 miles from where you cross C. & A. railroad 5 miles from Bloomington.) Keep straight ahead through Hopedale, jog west and south to railroad, following telephone line, cross railroad, keep south 1 mile to end of road, west 1 mile, south 1 mile to end of road, west 4.6 miles then jog south and west on main traveled road 1.4 miles to Delavan. At Tazewell Bank turn left 2 blocks to Tazewell House, 34.5 miles. Road all dirt, rolling, but practically no hills after the Six Points hills near Bloomington.

DELAVAN TO BLOOMINGTON—34.5 MILES.

Leave Tazewell house on left, go north 2 blocks, (Tazewell bank on left), turn right cross railroad over bridge, turn left at end of street, jog north and east to crossroad just south of railroad, 1.4 miles from starting point. From this point go east along telephone line 4.6 miles, north 1 mile, east 1 mile, north to railroad, cross railroad, turn right at next road, then angle to left to Hopedale, 9.8 miles from Delavan. Keep straight ahead through Hopedale, pass water

Elgin to Harvard. Harvard to Somonauk and Earlville.



tower on right, turn right at end of road, go east a few rods to railroad. Cross railroad. From this point go due east on same road 19 miles (passing Minier on left 5.3 miles from Hopedale and Stanford 5 miles further on) until you come to the Springfield branch of C. & A. railroad. Cross railroad, continue straight ahead, following 4 arm telephone line to Six Points, swing left and go north to asphalt pavement on west side of Miller Park, turn right on Wood street at north side of Miller Park, go east, cross interurban track, go two blocks further, turn left and follow street car line on S. Main street to court house. Dirt road, no hills until close to Bloomington.

OTTAWA TO SYCAMORE—52.4 MILES.

Since this diagram was drawn I have changed the routing between Hinkley and Cortland and between Genoa and Marengo. From Ottawa to Somonauk the route is the same as the route from Ottawa to Aurora via Somonauk. See this route for description to Somonauk. Entering Somonauk pass Catholic church on left and go north 3 blocks to bank on left, turn right (hotel and drinking fountain on left), go east 1 block, turn left, cross railroad and go north about .3 mile to first country road, turn right and follow this road east then northeast keeping to left at the forks until the road turns north. Go straight ahead north to railroad just southwest of Hinkley ($9\frac{1}{2}$ miles from Somonauk) cross railroad and go a few rods to cross road. (If roads are muddy turn right and go east into Hinkley ($\frac{1}{2}$ mile) turn left at bank, go north 1 mile, then west 1 mile to first road, then north about 4 miles to end of road, Pierce Town Hall on your right.) If roads

are dry keep straight ahead over crossroad west of Hinkley, follow this road which winds to left, cross stone bridge and a short way further turn right and follow dirt road 1 mile to gravel road and continue straight ahead north on gravel road to end of road, Pierce Town Hall looking like a school house, on your right. At Pierce Town Hall turn left and go west 1 mile, to second road on your right, turn right, short stretch of sand after turning, go north on this road 5 miles to Cortland. (The road you cross about 1 mile south of Cortland is the DeKalb-Chicago road.) Keep straight ahead through Cortland $3\frac{1}{2}$ miles to Sycamore entering on Somonauk street, follow Somonauk street to end at State street. Gravel road all the way from Somonauk except short stretches of dirt. The mile of road west from Pierce Town Hall is low and not very good. Three miles of rather hilly road, not bad, south of Cortland.

SYCAMORE TO MARENGO, HARVARD AND GENEVA LAKE.

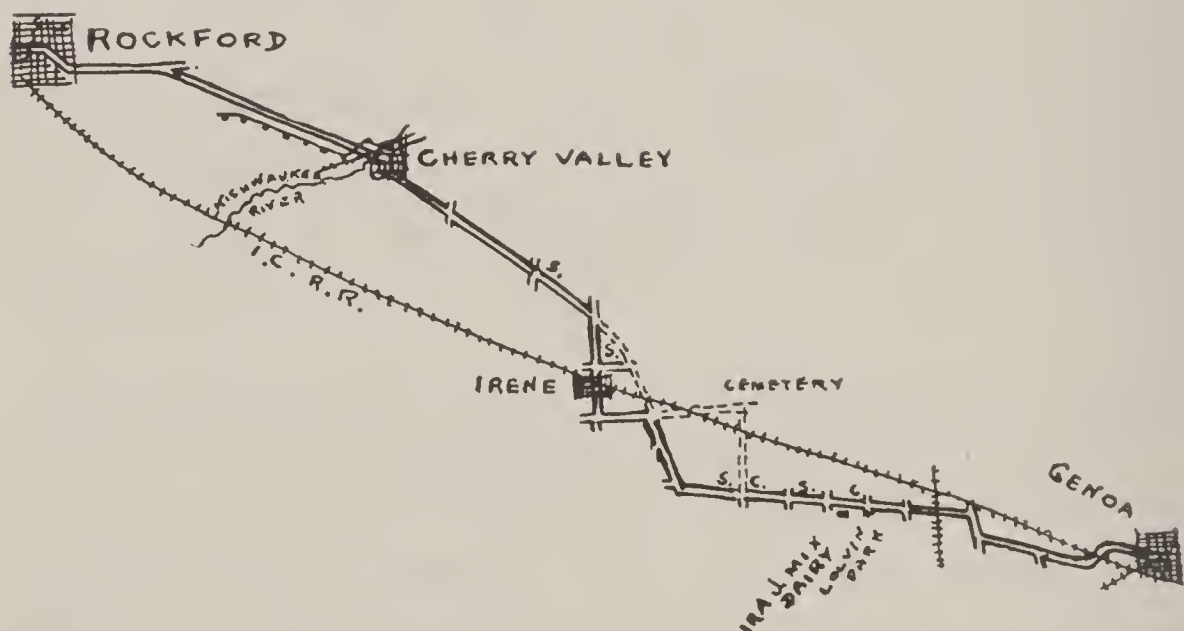
From east side of square in Sycamore go north to railroad, cross railroad and follow main gravel road, interurban and telephone lines about 7 miles to Ill. Central railroad, turn left and follow railroad to depot, cross railroad and keep straight ahead passing cemetery on right until even with the business buildings of Genoa $\frac{1}{2}$ block to your left, turn right and go east $2\frac{1}{4}$ miles to school, turn left, cross railroad (milk station) and go north about 6 miles to end of road, turn right, go east 1 mile to first road, turn left go north, pass church, school and creamery, turn right at end of road (interurban grade at left) go east 1 mile to first

road, turn left, go north to forks, follow angling road $2\frac{1}{2}$ miles to Marengo. Some sand before reaching place where road turns north up the long hill to Marengo. Continue straight through Marengo and north $6\frac{1}{2}$ miles to sign board on left, turn left, pass South Dillon school, turn right at end of road and follow this road straight ahead 5 miles to Harvard. Entering Harvard continue to C. & N. W. tracks (caution) cross tracks and straight ahead (fearful cross-walks) continue to end of street where interurban comes in from left. Continue along interurban to Walworth, Wis. crossing Wisconsin-Illinois line at Big Foot cemetery, Just before reaching Walworth park turn right. (Post Office on corner), go east 1 mile, turn left go north (bad railroad crossing). Cross railroad and straight ahead down long hill to interurban, follow interurban $1\frac{1}{2}$ miles to Fontana, Geneva Lake $\frac{1}{2}$ mile ahead. To get to the lake either follow interurban looking out for sudden left turn up a little hill, or follow switch track along gravel bank, pass road on left which leads to Delavan, and continue to shore of lake, swinging right to Reed's Park. For Glenwood Springs follow beach to first road. For Lake Geneva City continue up steep hill back of Glenwood Springs and follow this road 11 miles up and down hill keeping straight ahead east until you come to a fork with signboard to Zenda, keep to left, then straight ahead about 4 miles to Lake Geneva. Road from Sycamore is good gravel nearly all the way.

GENOA TO ROCKFORD— $27\frac{1}{2}$ MILES.

This road has about 16 miles of good gravel, 9 miles dirt road and $2\frac{1}{2}$ miles mixed gravel, sand and dirt. Go west on business street of Genoa, leaving Eureka

hotel on left, continue west to I. C. railroad (caution for short turn), go under railroad, follow railroad, pass road on left, continue 1.3 miles to end of road, turn right .6 mile to first road, turn left, follow this road to DeKalb branch C. & N. W. railroad, cross railroad, keep straight ahead, pass cross road, pass school or church on right (Colvin Park, 4.6 miles from Genoa) keep straight ahead, pass Ira J. Mix dairy on left, pass church on right, continue straight ahead, pass church and school on right at cross road, continue 1.8 mile to end of road, turn right and follow angling road (usually bad), about $1\frac{1}{2}$ miles to cross road, turn left, go



west 1 mile to cross road, turn right, go north to Irene, straight ahead, cross I. C. railroad, pass school on right, continue north about 1 mile to cross road angling northwest, turn left and follow this angling road (poor road for about $2\frac{1}{2}$ miles, quite steep descents), pass school at cross road, continue straight ahead on angling road to Cherry Valley. Entering Cherry Valley continue to large wood church, turn right, continue to interurban, turn left, State bank on right, follow interurban west, cross bridge over Kishwaukee river, climb

hill, cross interurban, follow interurban as far as you can then straight ahead to end of road, turn left and straight ahead (some sand) to Rockford, entering on Charles street. Follow Charles street to E. State street, turn left and follow E. State street to river, cross bridge and straight ahead 2 blocks to N. Main street.

ROCKFORD TO GENOA AND SYCAMORE.

This is the first section of a route from Rockford to Bloomington measuring 143 miles. It is $27\frac{1}{2}$ miles to Genoa. Road poor in spots but has about 16 miles of good gravel. Two quite ugly hills (bad road bed) between Cherry Valley and Irene and some poor dirt road between Irene and Genoa. From corner of N. Main and E. State streets in Rockford, go east, cross river, follow E. State 6 blocks to Charles street, turn right and follow Charles street to city limits, then straight ahead on south east angling road (about 2 miles) to forks, keep to right, follow this road east until interurban comes in from right and follow interurban to Cherry Valley. Entering Cherry Valley cross interurban, descend hill, cross Kishwaukee river, follow interurban past interurban station to State bank on left (Culver's general store on right), turn right, go south pass church on left, continue to church on right, turn left and follow gravel road south east. First $3\frac{1}{2}$ miles in good then you have about $2\frac{1}{2}$ miles poor road, dirt, sand and fresh gravel and two quite bad hills. Follow this angling road, pass school on left, climb long hill to cross road, turn right and go south about 1 mile to Irene, cross railroad, keep straight ahead, through town about 1 mile to cross road, turn left, go east to

cross road (same angling road you took out of Cherry Valley), turn right, follow angling road (usually very poor) about $1\frac{1}{2}$ miles to end, turn left and keep straight ahead on this road 7 miles to end, passing church and school together on left, school on left, church on left, Ira J. Mix dairy on right, church on left, and crossing railroad (C. & N. W. branch line to DeKalb). Road ends 1 mile after crossing railroad. Turn right at end of road, go south to first road, turn left, pass road on right and continue to I. C. railroad (caution for sharp turn), go under railroad, turn right and straight ahead to Genoa. To continue to Sycamore go east through business portion of Genoa past Eureka hotel on right, turn to right 1 block beyond and go south to I. C. railroad, cross railroad, go south to end of road, turn left along railroad to first road, turn right and follow good gravel road (telephone lines and interurban), to Sycamore, $8\frac{1}{2}$ miles from Genoa. Continue in Sycamore to fountain by court house, turn right 2 blocks to Somonauk street. For remainder of route to Bloomington see Sycamore to Ottawa, Ottawa to Bloomington.

GENEVA LAKE, WIS., TO BLOOMINGTON, ILL.

First section.—Geneva Lake to Sycamore.

Second section.—Sycamore to Ottawa.

Third section.—Ottawa to Bloomington.

GENEVA LAKE, WIS., AND HARVARD, ILL. TO SYCAMORE.

Starting from Glenwood Springs at the west end of Geneva Lake, follow beach to electric line, follow electric line through Fontana and as far as you can beyond,

then go south up long hill (bad railroad crossing just beyond top of hill) cross railroad, go to first road, turn right and go west to Walworth, turn left at electric line and follow it to Harvard. Entering Harvard, go through business street (slow for bad crossing and railroad tracks), cross tracks and continue about 3 blocks to water trough, keep to left and follow this road south 5 miles to cemetery on right, turn left, go east $\frac{1}{2}$ mile, turn right and go straight ahead $6\frac{1}{2}$ miles to Marengo and straight ahead through Marengo crossing Chicago-Rockford road in town. Continue south from Marengo until road turns southwest, continue southwest to old creamery (interurban grade), then due south with interurban grade, turn right when it does and go west to first road, turn left, go south, passing creamery school and church, continue to end of road (about $\frac{1}{4}$ mile) turn right and go west 1 mile to first road, turn left and go south about 6 miles to railroad, cross railroad, continue to first road, school on right, turn right and go west $2\frac{1}{4}$ miles to Genoa. Entering Genoa continue until within half block of business buildings (house on southeast corner has porch with fluted columns), turn left, go south to Illinois Central railroad, cross railroad, turn left, (end of road) follow railroad about 1 mile to first road, turn right and follow this gravel road, interurban and telephone lines 7 miles to Sycamore. Entering Sycamore, cross railroad at depot, continue to south side of square, turn right and go west 2 blocks to Somonauk street. Distance between Harvard and Somonauk, 36.1 miles. Road nearly all good gravel. A little sand and dirt between Marengo and Genoa. Hilly but not bad.

SYCAMORE TO OTTAWA—52.4 MILES.

Since this diagram was drawn I have changed the route between Cortland and Hinckley for one I think is better. Leaving Sycamore, go south on Somonauk street and straight ahead $3\frac{1}{2}$ miles to Cortland (DeKalb over to right about 4 miles). Keep straight ahead through Cortland and go 5 miles (quite hilly) to end of road, a little sandy just at the end. Turn left, go east 1 mile to Pierce Town Hall, turn right and go south 4 miles, passing church and schools, to where gravel road turns east. (If roads are wet, turn left and go east 1 mile and south 1 mile to bank in Hinckley then west $\frac{1}{2}$ mile to cross road.) If roads are dry continue ahead on dirt road 1 mile, turn left and follow angling road to cross road $\frac{1}{2}$ mile west of Hinckley. Go south to railroad, cross railroad and keep straight ahead $9\frac{1}{2}$ miles to Somonauk, going south until road itself swings southwest and west. Gravel road except for short stretches of dirt. For route from Somonauk to Ottawa see Aurora to Ottawa via Somonauk.

AURORA TO ELGIN.

Take Lake street out of Aurora. You have the electric line for your guide and the Fox river to your right. Follow car line through Batavia and on to Geneva. Cross the railroad at Geneva and continue north, passing court house and school on your left, when you turn to right for two blocks, then to left straight ahead to St. Charles. (If you prefer you may cross the river at Geneva and go to St. Charles on the east side.) Continuing to St. Charles you come to a large house on your left with long stone wall in front. Continue straight ahead to car tracks in business street.

You may continue to Elgin on west side of river as hereafter described, or turn right at car track, cross the bridge and continue east up the hill and across the railroad for about a mile to first road to left. Turn to left and keep straight ahead. This road takes you past the Dunham Stock Farm, and brings you into Elgin on St. Charles street, which you follow to Villa street. Follow street car tracks to square or continue on Villa street some distance further, then to left, down the hill to business district. In going the east route from St. Charles to Elgin be cautious in approaching the railroad tracks and the "third-rail" track of the Chicago-Elgin Electric Railway.

To go from St. Charles to Elgin on the west side of the river keep straight ahead across street car track in St. Charles, turn left at blacksmith shop, to right at next corner, to left to railroad viaduct and turn to right under railroad. Continue north about 4 miles until road turns east in river bottom. Turn left at first road, go north short distance to railroad, cross railroad, continue north about $3\frac{1}{2}$ miles to fork, keep to right and continue to Elgin, coming in on South street. Follow South street to depot, turn left one block, to right under railroad and straight ahead across car tracks on State street and cross bridge over river to Chicago street.

ELGIN TO AURORA (East Side Route).

Follow Villa street to St. Charles street, turn to right into St. Charles street. Continue straight ahead on St. Charles street, and straight ahead from end of street. Use caution at railroad and interurban crossings. You pass Dunham Stock Farm on your right and turn to right at end of road, about two miles east

of St. Charles. Continue to St. Charles, cross the bridge and continue west two blocks, and turn to left following the west bank of Fox river to business street of Geneva. Turn to right two blocks, then to left and continue along electric line to Aurora. Follow Lake street in Aurora to Downer Place, turn to left. New Bishop hotel is on your right, and Anderson's garage on the left.

ELGIN TO AURORA (West Side Route 21 miles).

This route is shorter than the east side route, but is more hilly between Elgin and St. Charles. Go west on Chicago street, cross bridge and street car tracks, go under railroad, turn left one block to depot, turn right on South street and follow South about $1\frac{1}{2}$ miles to road on left, turn left, go south about $3\frac{1}{2}$ miles to railroad, cross railroad, go to first road, turn right and follow this road over the hills, 4 miles to St. Charles. Entering St. Charles, go under railroad, turn left then right, left to blacksmith shop, then right to car line. Cross car line and follow this road south on west side river to Geneva. Turn right 2 blocks at Geneva, then left and follow electric line through Batavia to Aurora coming in on Lake street. Keep straight ahead on Lake street to Downer Place, turn left to garage and hotel.

ELGIN TO ALGONQUIN, WOODSTOCK AND HARVARD.

There are three ways to go from Elgin to Algonquin. The east side routes leave Elgin on Dundee avenue, and follow car line north on Dundee avenue, until car line turns off to left. Continue north to first road on

left. Here you may continue straight ahead north about 6 miles to cobble stone house on right, turn left on angling road and straight ahead $2\frac{1}{2}$ miles to Morton House, Algonquin, or turn left and follow road to car line and to right with car line to Dundee, turn left toward bridge but turn right without crossing and follow river, passing Carpentersville bridge on left and creamery on right. Continue to railroad, cross railroad and keep straight ahead to north edge of town, turn right one block, then left and follow winding road which crosses railroad to left and again to right and continues up a long hill to junction with the other road. Turn left, descend hill and cross river to Morton House, Algonquin. To go the west side route which takes you down Perry hill, go west on Chicago street in Elgin, cross bridge, turn to right on State street, and follow road, keeping to right at the forks at foot of hill out of town. Continue straight ahead on this road through west edges of Dundee and Carpentersville until you come to the river road above Carpentersville, then follow this road north about 3 miles to Perry hill (very steep descent) follow road to railroad, cross railroad and straight ahead to Morton House, Algonquin. To continue from Algonquin to Woodstock and Harvard, go north leaving Morton House on right, continue to railroad (slow to four miles, bad turn under railroad) go under railroad, continue about 1 mile to forks (sign board), turn right go up long hill and continue north about 3 miles, (railroad crossing on your right), turn left and go straight ahead through town of Crystal Lake to end of road, swing left with road, pass 1 road on right, follow along grove of evergreen trees to next road, turn right and continue to Ridgefield station, jog left to first road then

turn right and follow gravel road to Woodstock, following railroad, but not crossing. Entering Woodstock, jog right and left to square, go to northwest corner, go north one block to telephone line, turn left and follow telephone line on gravel road 12 miles to Harvard. Road angles northwest until within about 4 miles of Harvard, then runs north and west with right angle jogs. (Some dirt road near Harvard. Remainder gravel.)

HARVARD TO ALGONQUIN AND ELGIN.

From business center go south, cross C. & N. W. Ry. tracks (caution) turn left, go east one or two blocks to north and south road, turn right, go south to first road, turn left, follow telephone line going east and south to angling road, then to left on angling road along telephone line to Woodstock. From square in Woodstock, go south 1 block, then east to railroad, and follow railroad southeast then along angling road, about 4 miles to sign board, turn left to Ridgefield, turn right and straight ahead to town of Crystal Lake and southeast through town about $2\frac{1}{2}$ miles to road on right (railroad crossing ahead) turn right and follow this road about 4 miles to Algonquin. Slow down greatly before turning under railroad just north of Algonquin. From Morton House in Algonquin go south across bridge and up pretty steep hill, keep to right at top of hill then straight ahead about 2 miles to cobble stone house, turn right and go south about 7 miles to Elgin, coming in on Dundee avenue. Follow car tracks up town. (This route avoids Perry hill. The street running east and west in front of the Morton House in Algonquin leads to the east up Phillips hill and to the west to Perry hill where the Chicago Motor Club's hill climbing contests are held.)

HARVARD TO GLENWOOD SPRINGS. (GENEVA LAKE.)

Follow electric line north to Walworth. Turn to right just before reaching small park, and go east about a mile, turn to left, cross railroad, go down long hill, cross electric line and follow electric line to Fontana. Just as you cross gravel bank track of electric line at Fontana turn to left and follow along base of hill. The first road to the left takes you to Lake Delavan, or, by branching to right at sign board about two miles out, to Williams Bay and Lake Geneva city. To go to Geneva Lake (west end) just follow road a few rods to lake shore, turning to right at lake shore. Continue around beach to Glenwood Springs.

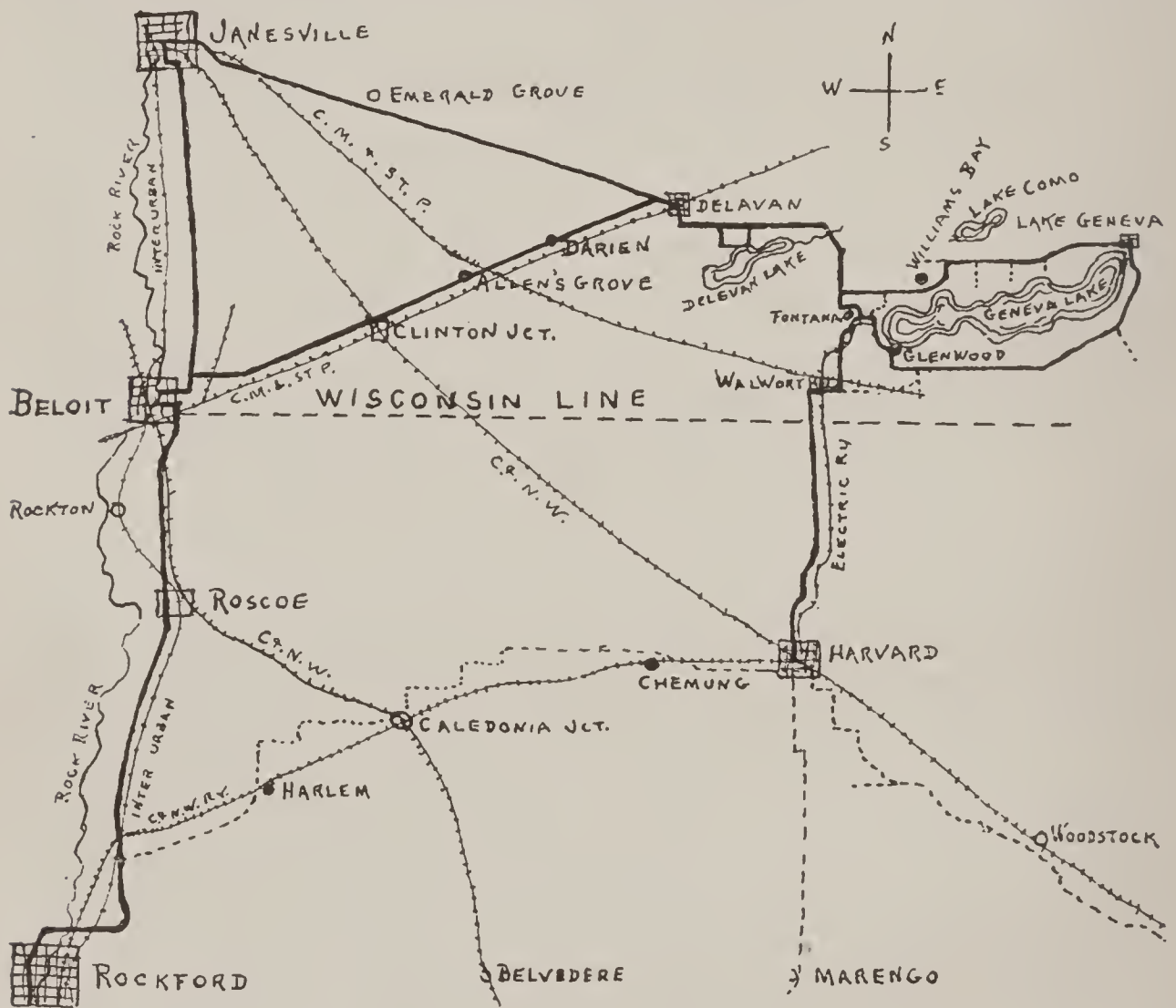
GLENWOOD SPRINGS (GENEVA LAKE) TO DEHAVAN, WIS.—10 MILES.

Leaving Glenwood Springs hotel go around beach, cross electric line, continue to end of road (sharp left turn at top of rise), continue to second turn on right, turn right (caution for sharp left turn up long winding hill). From top of hill continue straight ahead north bearing left with the road across Delavan Lake inlet (Lake Delavan on your left), to first road on left. (By keeping straight ahead at this point 2 miles and turning right you have the best road to Elkhorn, 10 miles from Glenwood Springs.) For Delavan, turn left at first road after crossing inlet, go west passing roads on left leading to Delavan Lake. Continue west until main road turns to right into Delevan, cross railroad, continue to church on right, turn left on Walworth avenue to business center.

Rockford to Beloit, Wis., Janesville, Lake Delevan and Lake Geneva.

Harvard to Lake Geneva, Wis., Lake Delevan and Janesville.

Lake Geneva, Wis., to Lake Delevan, Janesville, Beloit, Rockford and Harvard.



DELAVAN, WIS., TO BELOIT, WIS.—20 MILES.

Go west on Walworth avenue, (principal business street), go down hill, cross bridge, climb hill and keep to left (Institute on your right). Follow this road through Darien, straight ahead past Allens Grove (hilly) straight ahead through Clinton Junction and straight ahead 10 miles (some fine stone road), to bridge over creek just east of Beloit. Cross bridge and railroad and continue to White avenue, keep to right to Prairie avenue, turn left to E. Grand avenue, turn right to business center.

BELOIT, WIS., TO DELAVAN AND GLENWOOD SPRINGS (LAKE GENEVA).

Go east on E. Grand avenue nearly to end, turn left on Prairie avenue, go north to White avenue, angle right on White avenue, cross railroad and bridge over creek and straight ahead 10 miles to Clinton Junction, straight ahead through Clinton Junction and past Allen's Grove, go down long hill and cross bridge, keep to left and straight ahead to Darien, and straight through Darien to Institute ahead, turn right and straight ahead across bridge and up hill to business center of Delavan. Continue through business center of Delavan on Walworth avenue to church, turn right, cross railroad, go south to end of road, turn left and go east, passing roads on right which lead to Delavan Lake hotels. Continue east to end of road, turn right, cross inlet, straight ahead, keep to right at forks and straight ahead to top of steep winding descent (caution for sharp turns particularly to right at bottom). From bottom of hill go to first road, turn left to lake shore, turn right and follow beach to Glenwood Springs Hotel.

To go from Glenwood Springs to Lake Geneva city (11 miles) go west from hotel to end of street, turn sharp to left up steep hill, and continue on this road straight ahead, about 6 miles to Zenda sign board on right, keep to left and straight ahead to lake shore drive, follow this around lake to Lake Geneva City.

DELAVAN, WIS., TO JANESVILLE, WIS.

Go west on Walworth avenue, cross bridge and climb hill, keep to right at forks and keep this road straight ahead 20 miles to Janesville. Road good in stretches but some rough clay road. Hilly between Delavan and Emerald Grove.

BELOIT, WIS., TO ROCKFORD, ILL.—19 MILES.

Go east on Broad street to end, cross Turtle Creek bridge, keep to right and follow this road, cross railroad and continue to interurban, turn left with interurban to Roscoe and straight ahead through Roscoe along interurban and follow interurban until opposite high bridge over Rock River on your right at Harlem Park, Rockford. There you may either cross bridge, follow Harlem avenue to N. Main street and south on N. Main to business center, or keep straight ahead coming into Rockford on Second street and following Second street to E. State street, turn right to business center. Road fair gravel.

ROCKFORD, ILL., TO BELOIT, WIS.—19 MILES.

Go north on N. Main street to Harlem avenue. Keep to right on Harlem avenue to high bridge over Rock River at Harlem Park, cross bridge and railroads, turn left, pass road on right, cross railroad and follow

interurban through Roscoe and for some distance beyond until you come to a road on right just after crossing small bridge. Turn right and go straight ahead cross railroad and continue straight ahead to Turtle Creek bridge, cross bridge turn left and follow Broad street up town. Fair gravel road, not very good between Rockford and Roscoe.

BELOIT, WIS., TO JANESVILLE, WIS.—14 MILES.

Go east on E. Grand avenue nearly to end, turn left on Prairie avenue and follow Prairie avenue and road at end straight ahead to Janesville.

JANESVILLE, WIS., TO MADISON, via EVANS- VILLE—41 MILES.

From garage on Main street, go north to car line, turn left and follow car line to railroad depots, across railroads and to Washington street and along Washington street to cemetery. Continue straight ahead past cemetery to railroad, go under railroad, turn left climb hill to road at top, turn right, continue about 1 mile to first road (telephone line), turn left and follow this road 14 miles to Evansville, passing through small hamlet of Leyden. Road is quite heavy sand most of the way. Entering Evansville cross railroad, continue through business street about 6 blocks to Main street turn right, follow Main street to end (water tower), follow road about $\frac{1}{2}$ mile to road on right, turn right, continue to railroad, cross railroad and straight ahead, taking turns to left to railroad again, cross railroad, follow a short distance, then left to first road, turn right, continue to railroad and along railroad without

crossing, to Brooklyn. Pass depot on right, turn left about $\frac{1}{2}$ mile to first road, turn right to first road on right, turn right again to first road on left, turn left, climb hill and straight ahead to railroad, cross railroad and follow to next crossing, cross and follow to next crossing, cross and straight ahead into Oregon. Continue straight ahead through Oregon and keep this road all the way to Madison, passing cemetery and settlement of Lake View. Road is quite hilly nearing Madison. About 3 miles from Madison the road turns left down big hill and winds west and north to city. Entering Madison follow car line to end, turn right, straight ahead across railroads to State House, turn right 1 block, left to end of State House grounds, then to right to garages.

MADISON, WIS., TO JANESVILLE via EVANSVILLE.

From middle of State House grounds in Madison, go south to Illinois Central depot, cross I. C. and C. M. & St. P. tracks, straight ahead to car line running east, turn left, continue on this street to end and follow road ahead which winds south and east until it turns south to Oregon at top of long hill. Continue on this road straight ahead to Oregon and straight ahead through Oregon to railroad, cross and follow railroad to next crossing, cross and follow to next crossing, cross and climb hill, at bottom of hill turn right to first road, turn left to first road, turn left to Brooklyn depot, turn right, follow railroad without crossing to first road on left, turn left to railroad, cross railroad and follow road south and east, keeping to right at forks, until you come to railroad crossing again, cross

railroad and straight ahead to end of road, turn left to Evansville; pass water tower follow Main street until even with business buildings on left, turn left, continue through business street, cross railroad and straight ahead on this road (sandy) about 14 miles until within about 1 mile of river ahead, turn right to first road, turn left, descend hill, go under railroad, continue to car line at cemetery, follow car line to business district, Janesville.

CHICAGO TO LAKE GENEVA, WIS.

Through the generosity of the Chicago Motor Club this route has been signboarded. I suggest the following variation from McHenry. Go north from McHenry the same as though going via Richmond, but keep to left at the Richmond signboard and go west to Ringwood, cross railroad and continue straight through Ringwood and west along small telephone line until road turns north near an old mill. Here you come to a heavy telephone line, follow this telephone line north and west about 8 miles to sign board on right "Hebron 2 miles," turn right and go north to Hebron, cross C. & N. W. Ry., straight ahead through Hebron to milk station on C. M. & St. P. Ry., make little jog left, then north about a mile or so to end of road, turn left $\frac{1}{2}$ mile to first road, turn right and go north to lake shore drive, and straight ahead around east end of lake to Lake Geneva City.

LAKE GENEVA, WIS., TO CHICAGO.

This route has been signboarded by the courtesy of the Chicago Motor Club. I suggest the following variation from Lake Geneva to McHenry. From Post

Office in Lake Geneva go south, follow lake to second street, turn left up hill to lake shore drive, turn right, follow lake shore drive to forks (Hebron sign board). Keep to left and go south about $3\frac{1}{2}$ miles, turn left and go east $\frac{1}{2}$ mile, turn right, go south to C. M. & St. P. Ry. (milk station), cross railroad and continue south 2 miles to Hebron and straight through Hebron 2 miles to sign board, turn left, follow heavy telephone line, keep to left with telephone line where the Greenwood road turns off to right, follow telephone line until it leaves this road near an old mill for private right of way; continue east on this road to Ringwood and straight ahead, through Ringwood, across railroad to Richmond signboard and follow this road a mile or so to McHenry.

PEORIA TO GALESBURG—55 MILES.

Leaving court house in Peoria on your right, go northwest on West Main street to top of hill, and follow car line west to Bradley Park on right. Just after passing western entrance and west limit of Bradley Park, turn right on gravel road and follow this road down hill and through the bottoms to forks in road (road house or saloon), keep to left (road to right leads to Elmwood), continue to foot of long steep hill having sharp turn right at bottom. This is a long, steep, winding hill and must be climbed cautiously as the bends in the road obstruct the view. From top of hill the road continues straight ahead west, gravel most of the way to Farmington, passing just north of Hanna City and Trivoli. Continue straight ahead in Farmington to bank in business district, turn right and go north $\frac{1}{2}$ mile, turn left, go west about $1\frac{1}{2}$ miles to well traveled road on right, turn right and go north

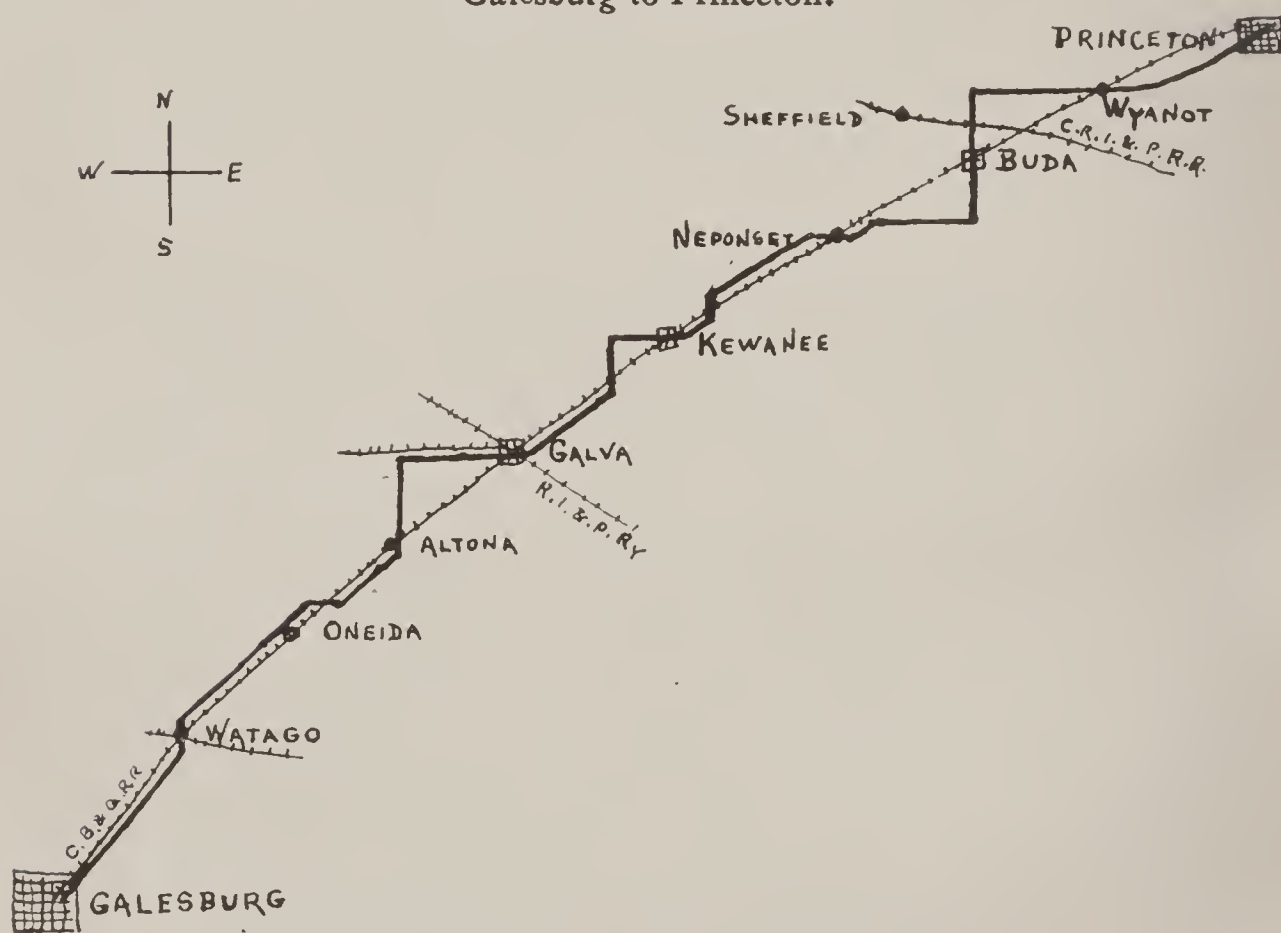
about 4 miles to railroad, passing red brick school about half way. Do not cross railroad, but turn left and follow telephone poles west (one short jog to left), about $4\frac{1}{2}$ miles to end of road, turn right, cross Spoon River on queer semi-circular bridge and climb long hill to Maquon. Continue two blocks past hotel, turn left, but take right fork just out of town and follow telephone poles on angling road, 11 miles to Knoxville. Two steep hills, but short, about midway between Maquon and Knoxville. You come into Knoxville from the east. Continue straight ahead to small park, jog around park, continue west to forks and follow street car line 5 miles to Main street, Galesburg, turn left and go west to square. Dirt road from Farmington to Galesburg.

GALESBURG TO PEORIA—55 MILES.

From square in Galesburg go east on Main street to Knoxville road, where street car line branches, turn right and follow street car line 5 miles to Knoxville. Jog around small park and continue east about 1 mile, turn right and follow telephone line south a short distance, then southeast, angling most of the time, to Maquon, 11 miles from Knoxville, following telephone line all the way. Leave hotel in Maquon on left, small park on right, go down long hill to bridge over Spoon River, cross bridge, keep to left about $\frac{1}{2}$ mile to first road, turn left and go east along telephone line (one small jog to left) about 5 miles to railroad crossing on your left. (House on N. W. corner and barn on N. E. corner.) Turn to right and go south about 4 miles to well traveled road, passing red brick school about half way, turn left and go east $1\frac{1}{2}$ miles to Farm-

ington. From bank in Farmington, go east and keep this road straight ahead 24 miles to Peoria. About 3 miles before reaching Peoria you come to the top of a long steep hill. Descend this with great care as road is winding. Keep to left at foot of hill and follow this road through bottoms to W. Main street, at west side of Bradley Park, turn left and follow car line on W. Main street to court house. Road is dirt from Galesburg to Farmington. Mostly gravel from Farmington to Peoria. No bad hills to climb.

Galesburg to Princeton.



GALESBURG TO CHICAGO.

First section.—Galesburg to Princeton.

Second section.—Princeton to Ottawa or Princeton to Earlville.

Third section.—Ottawa to Aurora or Earlville to Aurora.

Fourth section.—Aurora to Chicago.

GALESBURG TO PRINCETON—64 MILES.

From square on Main street go east about three blocks to Seminary street, turn left, cross railroad, go north five or six blocks to Losey street, turn right and go east on Losey street, until you go under railroad, turn left and follow railroad 8 miles to Wataga. Continue through Wataga past school, turn left across railroad to first road, turn right to railroad and follow railroad 4 miles to Oneida, straight through Oneida, cross railroad, follow south side of railroad to Altona 4 miles from Oneida. Turn left, cross railroad at depot, go north about $2\frac{1}{2}$ miles to end of road, jog right a few rods to first road, turn left and go north to school house (about $\frac{1}{2}$ mile south of railroad crossing which you see ahead) turn right and go east about 5 miles to Galva. Go east from water tower, cross railroad, go east a short way, turn left to railroad, turn right and follow railroad, to end of the road, interurban on right, turn left, cross railroad, go north along telephone line about 2 miles, turn right and go east to railroad and follow railroad to Kewanee. Follow interurban to garage on left, keep straight ahead on paved street (first brick, then asphalt), to end of pavement, turn left to railroad, turn right and follow railroad 8 miles to Neponset, crossing railroad twice. Keep straight ahead through Neponset to end of business street (water trough and band stand), turn left to railroad, turn right and continue east on this road about $4\frac{1}{2}$ miles to end of road, turn left and go north to railroad embankment, follow railroad a little over a mile, cross railroad, make short jog to right then follow Pine street in Buda north to Main street, turn right and go east about 4 blocks to Depot street, hotel

on opposite corner, turn left and go north $\frac{1}{2}$ mile, jog right to first road, turn left and follow telephone poles north about 1 mile, keeping first to right and then to left where gravel road turns off to east. Continue north to railroad, cross railroad and go north about $\frac{1}{2}$ mile to well traveled road carrying heavy telephone lines, turn right and go east nearly 5 miles to Wyonet. Cross railroad at Wyonet depot, turn left, pass cemetery as you descend hill, climb pretty steep hill and go east from top of hill, gravel road, straight ahead to Princeton. Quite a steep hill to climb at Bureau Creek about 2 miles west of Princeton. You come into Princeton, at Court House square, jog left and right to Main street. From Princeton you have your choice of continuing to Aurora via Ottawa or Earlville. The Ottawa route is more hilly, and some longer but is more gravel. (For route Princeton to Aurora via Ottawa, see Princeton to Ottawa, Ottawa to Aurora.) Following is the road via La Moille, Mendota, Earlville, Somonauk and Sandwich.

PRINCETON TO EARLVILLE—39 MILES.

From court house in Princeton go north on Main street, following car line nearly to C. B. & Q. depot (Bank on right, hotel on left), turn right and go east to angling road on left, turn left and follow this angling road to Dover, jog right and left around small park, go east $\frac{1}{2}$ mile to angling road on left, turn left and keep this angling road straight ahead to end (last two miles, dirt) turn left at end of road (sign board Princeton 13 $\frac{1}{2}$ miles, La Moille 2 $\frac{1}{2}$), and continue 2 $\frac{1}{2}$ miles to La Molle. Keep straight ahead, cross railroad, straight ahead about $\frac{1}{2}$ mile to first road, turn right and go

east 10 miles to Mendota, taking jogs at end of road to left. Continue straight ahead to business street in Mendota, turn left to first street north of depot, turn right, cross railroads and go east to end of street, turn left and go north about $\frac{1}{4}$ mile to first country road, turn right and go east to third road on your left, turn left and go north to railroad, turn right without crossing railroad and go east with short jogs to left to C. & N. W. Ry., south of Earlville, cross railroad, turn left, cross railroad again and go north to end of road, turn right, cross railroad again to school building, turn left to business streets of Earlville.

EARLVILLE TO AURORA via SOMONAUK AND YORKVILLE.

The $15\frac{1}{2}$ miles between Earlville and Somonauk is the only section of the Chicago-Galesburg road I have not been over. The description of that portion is furnished to me by Dr. Kaiser of Somonauk, substantially as follows: Go east on business street of Earlville to east side of town, go south to first road, then east about 5 miles to "four-corners," turn left and go north to Leland,. Go north from Leland 2 miles, turn right and go east 5 miles to Somonauk. If you wish to stop at garage, turn left at Catholic church and go north 3 blocks to hotel and 1 block east. If you do not wish to stop, continue east, past Catholic church and school, 3 miles to angling road on left, follow angling road to railroad and follow railroad into Sandwich. From main business street of Sandwich go east about 5 miles to end of road, turn right, pass old mill, go down long hill 1 mile to small iron bridge near 3 span bridge across Fox river, cross small bridge, keep to left and follow road

on north side of Fox river about 5 miles to Yorkville. As you come out on street which leads down to bridge over Fox river in Yorkville, turn left and go to top of hill, turn right 1 block, turn left and go to north edge of town, turn right and go east and follow road which angles northeast most of the way, until opposite Oswego. Turn left with the road when opposite Oswego and follow interurban north to railroad, cross railroad and go north to first road, turn right, cross railroad again, turn left and follow railroad about 1 mile to Montgomery, turn right, cross car line, go 1 block, turn left to covered bridge over Fox river, cross bridge and go east to first road, turn left and follow river north to forks, turn right to first road, turn left and go north past cemeteries to Lincoln avenue, Aurora, follow Lincoln avenue to Fox street, turn left (dangerous railroad crossing at foot of hill), cross railroad and straight ahead across river to hotel and garage.

AURORA TO EARLVILLE via YORKVILLE AND SOMONAUK.

Go east on Fox street to Lincoln avenue at top of hill 1 block beyond railroad, turn right, and follow Lincoln avenue south across railroad and past cemeteries, turn right to river, turn left and follow river to road running west to covered bridge, turn right, cross covered bridge over Fox River, turn left a few blocks, turn right, cross car line (Montgomery), go 1 block, turn left and follow railroad south to crossing, cross railroad, go west to first road, turn left, cross railroad again and follow interurban until it turns to cross bridge to Oswego. Turn to right with the road and

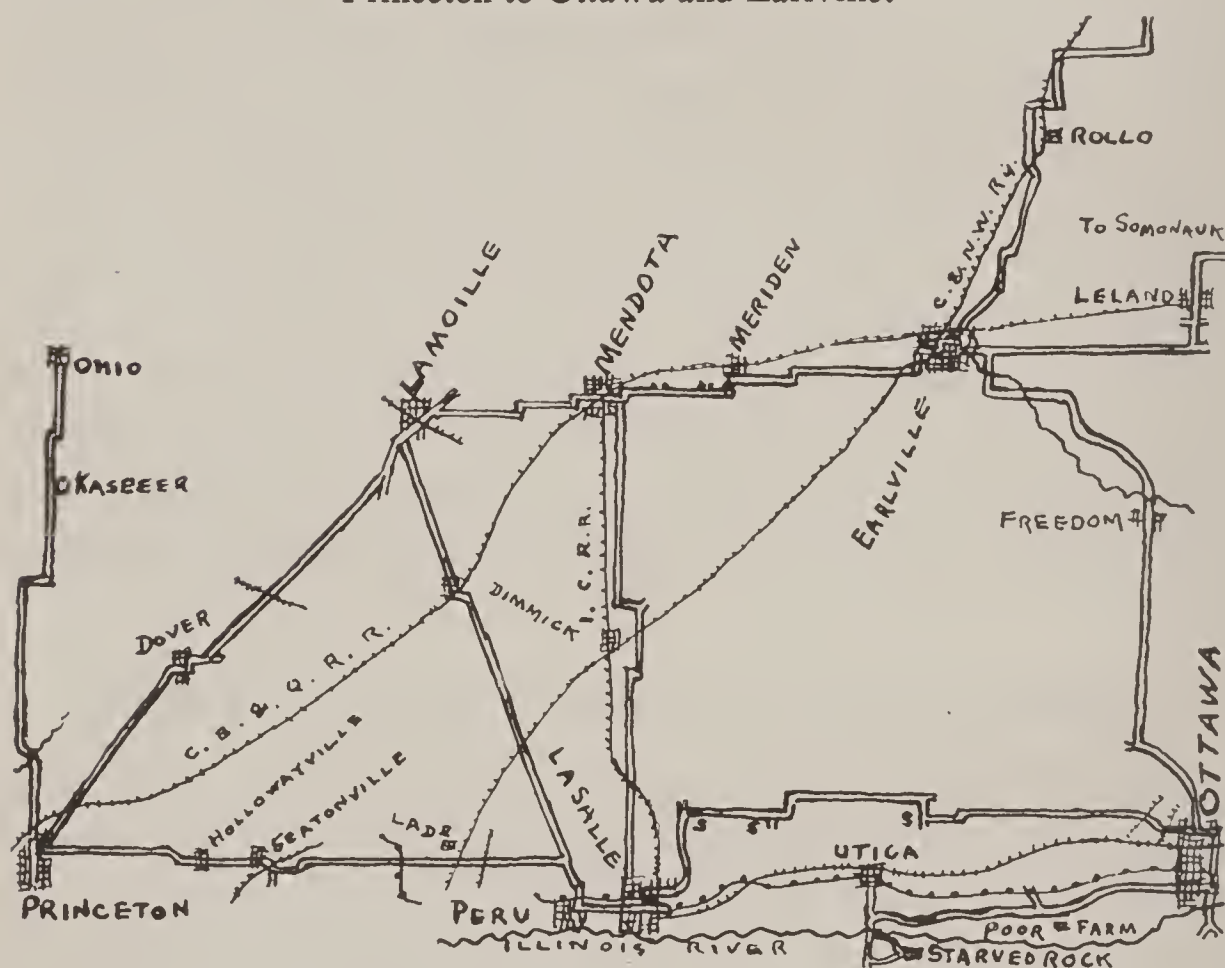
straight ahead to Yorkville. As you start to descend hill to bridge over Fox river in Yorkville, turn to right into narrow road and follow this road on north side of Fox River about 5 miles to small iron bridge near 3 span iron bridge over Fox River, turn right, go north 1 mile past old mill, turn left and go west 5 miles to Sandwich. Jog left 1 block in Sandwich, then go west, follow railroad and angling road about 2 miles, keep to right at fork and go west 3 miles to Somonauk. Continue west to Catholic church and school. If you want a garage, turn north to hotel and east 1 block to garage. If not intending to stop, continue west past Catholic church and go west about 5 miles to second "four-corners," turn left and go south to Leland. Go south from Leland Hotel 2 miles to second "four-corners," turn right and go west about 5 miles to Earlville, turn right at first street and go north to business street.

EARLVILLE TO PRINCETON—39 MILES.

From Smith's garage go south to school building, turn right, go west across C. & N. W. railroad, turn left, go south across railroad again, turn right, cross railroad again and go west, taking jogs in road to left to cross road just south of Meriden station, turn left and go south 1 mile, turn right and go east to first street in Mendota, turn left and go south about $\frac{1}{4}$ mile, turn right and go east across railroads to business street. Go south on business street on west side of I. C. railroad to freight house, turn right and go west ten miles to La Moille, taking the jogs in the road to the left. Cross railroad at La Moille, keep straight ahead past Allen school, pass road on left with telephone lines and continue straight ahead $2\frac{1}{2}$ miles to

sign board "Princeton 13½ miles," turn right and follow angling road (first 2 miles dirt, balance gravel), about 7 miles to end of angling road, turn right ½ mile to Dover. Jog left and right around small park and follow left angling road to Princeton turning right to Main street and left on Main street to court house.

Princeton to Ottawa and Earlville.



PRINCETON TO GALESBURG—64 MILES.

From court house in Princeton, go west as nearly as road permits 6 miles to Wyanet, going down quite a steep hill about 2 miles west of Princeton and climbing another as you enter Wyanet. Gravel road. Cross railroad at east side of depot in Wyanet, turn left and go west. Cross canal and about 3 miles further on where there is quite a cluster of farm buildings turn to left, leave heavy telephone line and follow smaller

line south across railroad, then south 2 miles to Buda, taking jogs in road to right and coming into Buda on Depot street. Follow Depot street to Main street (hotel on corner), turn right and go west about 4 blocks to Pine street, turn left and go south to end of street, cross C. B. & Q. railroad, turn right and follow railroad as far as you can, then south about 1 mile to road on right, turn right and continue west about 5 miles to Neponset, turn left to band stand and water trough, then to right to railroad and follow railroad, back and forth, to Kewanee, turn left at viaduct and go south to paved street, turn right and follow paved street to interurban, follow interurban a short way, cross railroad, follow railroad about $\frac{1}{2}$ mile then go west along telephone line about $1\frac{1}{4}$ miles, turn left and go south to railroad, cross railroad and run between railroad and interurban to Galva. Cross railroads in Galva and go due west about 5 miles to school house on your right, turn left and go south to end of road, jog right to first road, turn left and go south to Altona, cross railroad east of depot and follow railroad to and through Oneida to end of road near Wataga, turn right to first road, turn left, cross railroad, turn right and continue through Wataga along railroad to viaduct on Losey street, Galesburg, turn right, follow Losey street to Seminary avenue, turn left to Main street and right to square.

PRINCETON TO PERU, LA SALLE AND OTTAWA.

From court house in Princeton, go north about 2 blocks to Peru street, turn right and follow Peru street and gravel road east, with one jog of $\frac{3}{4}$ mile to south,

to Hollowayville, continue through Hollowayville to Seatonville, about 10 miles from Princeton (hilly). At Seatonville go down long hill on principal street, go under railroad and up another hill. When part way up this hill, at a cluster of buildings (mostly saloons), turn left on a cinder street, instead of continuing south. This route avoids Spring Valley and its dangerous hills and railroad crossings and gives you practically a level, gravel road to Peru as follows: After making the turn just described, go east on this cinder street, cross bridge make "S" turn with the road, then continue due east. You pass 1 mile south of Ladd, cross interurban and a railroad at grade and 1 railroad over a new viaduct which has a pretty steep approach from the west. Continue due east on this road from Seatonville practically $6\frac{1}{2}$ miles to end of road, turn right on angling gravel road, follow same 2 miles to brick pavement on Peoria street, Peru, follow this street south to interurban on Fourth street, turn left and follow interurban east to La Salle coming into La Salle on Third street. Follow car line on Third street until it turns off to right and continue on Third street to Joliet street, red brick city hall on your right. Distance Princeton to La Salle, 22 miles.

LA SALLE TO OTTAWA.

The "north" road is the best and safest road between La Salle and Ottawa and is as follows: From City Hall corner of Joliet and Second streets, go north to Fifth street, turn right and go east, past small park on left and continue east across bridge over I. C. R. R. and down pretty steep hill. Road winds to left and north to school house on your right practically $2\frac{1}{2}$ miles from

park in La Salle. Turn right, at school and follow telephone line on gravel road, past school on right 2 miles further on. Continue east past this school about $\frac{1}{4}$ mile to end of road; turn left and go north about $\frac{1}{2}$ mile to first road, go east about 5 miles, turn right with main traveled road and go south $\frac{1}{2}$ mile to school on your right, turn left and go east 1 mile, road makes a little jog to left, then continues due east to Ottawa. Go down pretty steep hill before reaching railroad, cross railroad, follow rough cinder street across two more railroads, past King & Hamilton's large implement house to Arthur Barrett's grocery on left, turn right and follow this street, La Salle street, to court house. This route measures practically $15\frac{1}{2}$ miles. The road is gravel all the way from La Salle to the railroad, 1 mile west of Ottawa and cinder road into Ottawa. Hilly on leaving La Salle, but practically level the remainder of the way to the hill you descend into Ottawa.

OTTAWA TO LA SALLE, AND PRINCETON.

From west side of court house go north on La Salle street, cross canal, turn left, Arthur Barrett's grocery on your right as you turn, pass King & Hamilton's Implement house and keep on west on rough cinder street to railroad about 1 mile west of Ottawa. Cross railroad and climb pretty long hill, continue west to end of road. School house at end of road. Road makes short jog to left about 1 mile before reaching school. Turn right at end of road and go north $\frac{1}{2}$ mile to first road, go west about 5 miles to end of road, jog south to first road, then west, passing school on left, to another school on left 2 miles further on. Turn left at this

last school and follow main traveled road, telephone lines, to La Salle, coming into La Salle on Fifth street. Continue on Fifth street beyond park on right to Joliet street, turn left to City Hall, corner of Joliet and Second streets. Distance practically 15½ miles.

LA SALLE TO PERU AND PRINCETON.

From City Hall corner of Joliet and Second streets in La Salle, go north 1 block to Third street, turn left and go west on Third street to car line, follow car line across bridge and on west to Peru. Road makes a little jog to right on entering Peru. Continue past water tower on left, follow car line 3 blocks to corner of Fourth and Peoria streets, turn right and go north on Peoria street to end of pavement and continue on hard road past stone bridge on your right. Follow angling road northwest two miles, turn left and go west 6½ miles to Seatonville. This route cuts out Spring Valley and its dangerous hills. Gravel road, fair condition. Road makes "S" turn at east edge of Seatonville. Follow cinder road across bridge to end of road, turn right, go down hill and under railroad trestle and continue west on gravel road through Seatonville and Hollowayville (one jog north, west of Hollowayville) to Princeton, coming in on Peru street, turn left at Main street to court house. Distance 22 miles La Salle to Princeton.

DE KALB TO SYCAMORE. (6 MILES.)

From post office in DeKalb go north on Fourth street and continue about 4 blocks to forks in street with flower bed in middle, keep to right to interurban and follow interurban to DeKalb avenue, Sycamore. Keep

straight ahead where interurban turns off of De Kalb avenue, cross railroad to California avenue, turn left to State street. Gravel and dirt road.

SYCAMORE TO DEKALB. (6 MILES.)

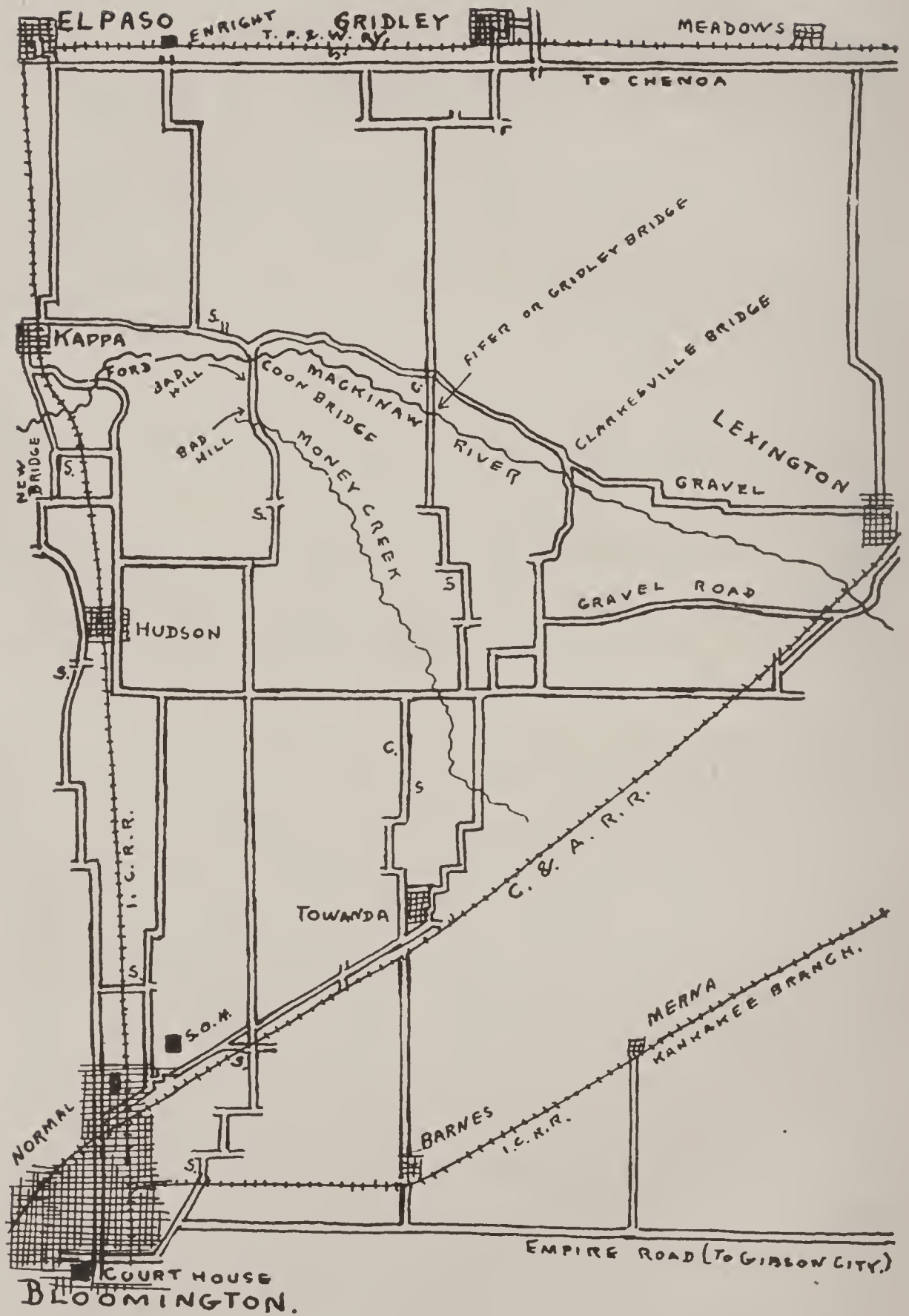
From court house in Sycamore go west on State street 3 blocks to California avenue, turn left 1 block, turn right, cross railroad, continue west on DeKalb avenue to interurban, follow interurban as far as you can then straight ahead past high school to end of road, turn left to post office, DeKalb. Road gravel and dirt.

BLOOMINGTON TO EL PASO, WENONA AND LA SALLE.

(65 to 72 miles according to route taken to El Paso.)

Until now there has been no bridge over the Mackinaw river between Hudson and Kappa, so that in following the I. C. railroad from Bloomington to El Paso it was necessary to ford the river which could be done only in dry seasons. There is now a bridge just west of the I. C. railroad bridge. The road leading to it for 2 miles from the south, and $\frac{1}{2}$ mile on the north is a new road that has just been opened and is pretty hilly and will be rough for a while until it gets well traveled. The nearest other crossing is the ford east of the I. C. railroad, the next nearest the Coon bridge 2 miles east of the ford, and the next one is the bridge $2\frac{1}{2}$ miles further east which lies north of Towanda and is the one used in the Bloomington to Streator road. The Coon bridge has a bad, low approach from the south and an ugly, stony hill to climb at Money creek going north and an equally bad one coming south after crossing the bridge. Following are the four routes to El Paso.

Bloomington to El Paso.



BLOOMINGTON TO EL PASO via THE NEW BRIDGE. (18½ MILES.)

From court house go north on Main street, cross C. & A. railroad, continue north on Main street through Normal and continue north 6 miles taking jogs in road to left to school house on left at cross road. Continue straight ahead passing Hudson on right, follow angling road to end, turn right and go north to first road, turn right, go east .3 mile to first road, turn left and go north 3 miles to new bridge and straight ahead to Kappa. Continue through business street, turn right, cross railroad, go east to first road, turn left, go north to end of road and east to first road, then north 3½ miles to El Paso, crossing T. P. & W. railroad and turning left to I. C. depot.

BLOOMINGTON TO EL PASO via THE FORD. (19 MILES.)

You may take same route above described to the point where you turn north 3 miles south of new bridge. At this point (or 1 mile further north as you choose) go east across I. C. railroad to first road and turn left. This road brings you to the ford. Cross ford, continue up long hill to railroad, cross railroad, turn right and go north into Kappa proceeding to El Paso, as above described. Or you may take Linden street in Normal which is the first street east of the I. C. railroad and go north to Hudson taking first jog in road to right and second to left. Continue straight ahead through east side of Hudson and keep this road to ford. You can reach the new bridge from this road by turning left, either 2 or 3 miles north of Hudson and taking first road west of railroad north to bridge.

BLOOMINGTON TO EL PASO via COON BRIDGE. (23 MILES.)

From north side of court house go east on Jefferson street to within 1 block of end, turn left on Towanda avenue, angling to left, follow Towanda avenue and road beyond to railroad, cross railroad, following angling road to end, turn left with road to end (school on left) turn right to first road, left to first road, right to first road, then left and go north to C. & A. railroad, cross railroad and continue north nearly 6 miles to end of road, turn right and go east $\frac{1}{2}$ mile to first road, turn left and go north on this road passing Pleasant Grove school to Money creek. Cross bridge and climb ugly hill and straight ahead 1 mile to Mackinaw river (bad approach to bridge through rough bottoms), cross bridge, turn left, follow angling road, pass school on right, go west $\frac{1}{2}$ mile to next road, turn right, go north 3 miles to end of road, turn left $\frac{1}{2}$ mile to first road, turn right and go north 1 mile, (Enright station), turn left and go west 2 miles to El Paso, entering El Paso, pass grove of trees, turn right, cross T. P. & W. Ry., turn left to I. C. depot.

BLOOMINGTON TO EL PASO via GRIDLEY BRIDGE. (27 MILES.)

For this route see Bloomington to Ottawa which you follow to end of road 4 miles north of Mackinaw river. At this point turn left and go west 1 mile, turn right and go north 1 mile (small house ahead), turn left and go west 5 miles to El Paso, passing Fairview school and Enright station respectively $\frac{1}{2}$ and $2\frac{1}{2}$ miles after turning west.

EL PASO TO MINONK, WENONA AND LA SALLE.

It is 45 miles from El Paso to La Salle, all dirt road except last 10 miles from Tonica. Practically no hills but steep descent to Illinois river bridge into La Salle. Go west from I. C. depot in El Paso 2 blocks, turn right, go north past small park, jog left 1 block, turn right to end of street, turn left and go west about 20 rods to end of road, turn right and go north 1 mile to end of road, make little jog to right then continue north 9 miles to Minonk. Continue straight ahead in Minonk to Santa Fe railroad, (I. C. railroad on right) cross Santa Fe, turn left, go west 1 mile to north and south road, turn right and go north 5 miles to Rutland and straight ahead north through west side of Rutland 3 miles to end of road, turn right, cross I. C. railroad, turn left, go north $1\frac{1}{2}$ miles to Wenona and straight ahead through east side of Wenona to coal mine dump, make little jog to right of about 2 rods, turn left and go north 5 miles, turn left, cross I. C. railroad, turn right, go north to Lostant and straight ahead through Lostant to end of road, turn left, go west to first road, turn right and go north to Tonica, continue north through Tonica on west side I. C. railroad and follow gravel road 10 miles to La Salle. This road goes north about $\frac{1}{2}$ mile, then west 1 mile, north 2 miles, west $\frac{1}{2}$ mile, then north until it begins to curve to right for descent to Illinois river. Have car under complete control. After descending hill cross bridge and follow dyke road to small bridge, cross bridge, jog a little to right, then turn left on Joliet street, go north 2 blocks to city hall.

LA SALLE TO BLOOMINGTON. (65 to 72 MILES.)

Starting from city hall, corner of Joliet and Second streets in La Salle, go south to end of Joliet street, turn to right $\frac{1}{2}$ block to small bridge, cross bridge and follow dyke road to bridge over Illinois river, cross bridge and climb steep hill bearing to right to top, (steepest at bottom) continue along gravel road from top of hill until road turns south and follow gravel road south, taking jogs in road to left, to Tonica 10 miles from La Salle. Continue through Tonica on west side I. C. railroad, jog right at end of street, (J. H. Dale's carriage factory) turn left at first street, and follow this road south about $4\frac{1}{2}$ miles to cross road just north of Lostant, turn left to railroad, turn right without crossing, go south through business street of Lostant on west side of I. C. railroad, crossing another railroad, and continuing south to first road, turn left, cross I. C. railroad, go east to first road, turn right and go south 5 miles to coal mine dump at Wenona, make little jog to right, then continue straight ahead south through east side of Wenona to end of road about $1\frac{1}{2}$ miles south of Wenona, turn right, cross railroad, turn left at first road and go south to Rutland and straight ahead through west side of Rutland and south 5 miles until even with Minonk on left, turn left and go east to I. C. railroad, turn right without crossing, cross Santa Fe railroad and continue south through business street of Minonk and south along west side of I. C. railroad 9 miles, make little jog to right, then turn left and go south to end of road, turn left a few rods, then to right, left and right to water tower in El Paso, 45 miles from La Salle. Turn left to I. C. depot.

EL PASO TO BLOOMINGTON via NEW BRIDGE. (18½ MILES.)

Go east from I. C. depot past elevator and greenhouse, turn right, cross T. P. & W. Ry., turn left to last street in town, turn right and go south 3½ miles to end of road, turn right to first road, turn left to first road, then to right to railroad, cross railroad and turn left into Kappa, straight through Kappa to new road (will be bad for a time), cross new bridge and continue over new road to second cross road (end of road), jog right to first road, turn left and go south taking jog at end of road to left, pass Hudson on left to school house at cross road, straight ahead south 7 miles to Normal, taking jogs in road to left, straight through Normal on Main street and straight ahead to court house in Bloomington.

EL PASO TO BLOOMINGTON via FORD.

In dry weather you can ford the Mackinaw south of Kappa which may be the better way for a time until new road to bridge gets settled. Proceed as above described to Kappa. Go south from Kappa on west side I. C. railroad, turn left at new road, cross I. C. railroad turn right, go down long hill to ford, ford river and follow winding road to right till it turns south, then straight ahead to Hudson, straight through Hudson to end of road, turn left to first road, turn right and go south 6 miles to Normal, taking jog in road to right. New pavements connecting Normal and Bloomington are being put in. Inquire at McKnights or Coen's, corner North street and Broadway, for best road.

EL PASO TO BLOOMINGTON, via COON BRIDGE AND GRIDLEY BRIDGE.

The diagram heading these descriptions should be sufficient direction for these routes. The Coon bridge has a low approach through bottoms from south and a short steep hill to climb after crossing bridge, and a steep, stony descent to Money creek bridge. Otherwise the road is all right. The Fifer or Gridley bridge is the one used in the Ottawa-Bloomington route described herein.

BLOOMINGTON TO CHAMPAIGN. (55 MILES.)

From east side of court house in Bloomington go south one block on Main street, east one block on Front street, south one block on East street, east two blocks on Grove street to car line on Gridley street, south on Gridley street, turn left with car line on Clay street and go east to Illinois Central railroad, cross railroad and continue two blocks east to Hanna street, turn right and go south to tile factory, to left around tile factory then straight ahead southeast about $1\frac{1}{4}$ miles to L. E. & W. Ry., cross railroad and continue a short way south to forks, turn left and follow telephone poles, keeping to left at forks, to Downs. Climb long hill on entering Downs, and continue to school building and church on right, turn left and go east on this road about 2 miles to end of road, jog right to first road, turn left and follow angling road 5 miles to Le Roy. Enter Le Roy past canning factory on right, continue straight ahead 4 or 5 blocks, turn right and go south to business street. From small park in Le Roy go east through town to end of street, turn right, (boulevard style street) go south to first road,

turn left, pass cemetery, cross creek and climb hill, pass road on left and road on right and follow angling road (usually poor) to Empire elevator, keep to left without crossing railroad, go east to first road, turn right and go south to railroad, follow railroad southeast 4 miles to crossing near depot, cross Big Four railroad, angle right, cross Illinois Central railroad between depots, continue a block or two, turn left one block, turn right and follow main road to business center of Farmer City. From square go south about 3 blocks to forks (Review office on right) take left fork and follow telephone poles on main traveled road southeast, then east to Harris. Cross railroad at Harris, turn right, follow railroad about a mile then keep to left and follow telephone poles east, pass school house on right, follow telephone poles east, then south to Big Four railroad, cross railroad, turn left and follow railroad to Wabash railroad, cross Wabash railroad and straight ahead to business street of Mansfield. Turn to right at this street and go due south (jog to left at end of street) about 1 mile to cemetery, turn left and go east (one little jog to right) until road turns north, go north a few roads, turn right, cross railroad and continue straight ahead to Mahomet. Keep straight ahead through Mahomet, turn right, cross bridge, and follow heavy telephone lines, keep to left where one line turns off to right and continue east and southeast passing school on left to Five Points, jog right, then continue east toward the three smokestacks you see ahead in Champaign. At north edge of town turn right one block, left one block, turn right and follow N. Randolph street to business center. All dirt and clay road.

CHAMPAIGN TO BLOOMINGTON.

Take North Randolph street, go north to end of street, jog left one block, right one block then turn left and go west about 3 miles to Five Points, make little jog to right then continue along telephone line west to Mahomet. On entering Mahomet cross bridge, turn left onto main business street, go west through town and straight ahead to railroad, cross railroad, jog left a few rods, turn to right with the road and go west (one little jog to right) to cemetery on right, turn right and go north to Mansfield. Continue through Mansfield nearly to end of street, turn left one block, right one block then left to Wabash railroad at depot, cross Wabash railroad and follow Big Four railroad northwest to first road, turn right and follow telephone poles north then west to railroad, follow railroad to Harris. Cross railroad at Harris, turn right and follow telephone poles on main traveled road to Farmer City. From square in Farmer City go west 2 blocks, turn right, follow main road to depot. Cross Illinois Central railroad between depots, angle to right to Big Four railroad, cross Big Four, turn left (be sure not to turn left after crossing Illinois Central). Follow Big Four railroad northwest as far as you can, turn right to first road, turn left to Empire elevator, keep to right and follow angling road to Le Roy. From small park in Le Roy go north, cross railroad, go north several blocks to main road west, turn left and go west passing canning factory on left and follow angling road about $4\frac{1}{2}$ miles to end, jog right to first road, turn left and continue west about 2 miles to church and school in Downs, turn right, go down long hill and follow telephone line to Bloomington to tile factory, go north on Hanna street to first

paved street (Clay street), turn left and follow car line across railroad to Gridley street, turn right with car line, go north to asphalt pavement (Grove street) turn left 2 blocks, right 1 block, left 1 block to Main street, then right 1 block to court house. All dirt and clay road.

BLOOMINGTON TO GIBSON CITY. (32 MILES.)

Two roads from Bloomington parallel each other to the Ford county line 4 miles west of Gibson City. The north road is the Empire road; the south road the "Bentown" road. To reach the Empire road go east on Washington street from south side of court house in Bloomington, cross I. C. railroad and proceed east on Washington street to ward school on right, turn left on angling street, (Towanda avenue) follow Towanda avenue and angling road beyond $\frac{1}{2}$ mile, turn left on Empire road. Follow this road east 26 miles to end, turn right $\frac{1}{2}$ mile, turn left, go east on gravel road 4 miles, turn right and go south 1 mile into Gibson City. To reach the "Bentown" road go east on Washington street as far as you can, turn right and go south $\frac{1}{2}$ mile, turn left and follow this road 26 miles to end, turn left and go north $\frac{1}{2}$ mile, turn right and go east 4 miles and south 1 mile to Gibson City. These two roads are connected with frequent crossroads. If one is poor you can try the other. Ellsworth and Arrow-smith lie $1\frac{1}{2}$ miles south of the "Bentown" road. Roads run north from Empire road to Barnes, Merna, Cooksville, Colfax and Anchor varying in distance from 1 mile to Barnes to 6 miles to Colfax and Anchor.

Grand Detour and Dixon to LaSalle and Starved Rock.



GRAND DETOUR AND DIXON
TO
LASALLE AND STARVED ROCK.

GIBSON CITY TO BLOOMINGTON.

Cross I. C. railroad at east side of depot, go north 1 mile, turn left, go west 4 miles, either go north $\frac{1}{2}$ mile to Empire road or south $\frac{1}{2}$ mile to "Bentown" road. Follow either road west 26 miles, turning left on angling road off of the Empire road to Bloomington, or to right off the Bentown road. Dirt roads from Ford county line 4 miles west of Gibson City.

LASALLE TO DIXON AND GRAND DETOUR.

Leaving city hall on left go north on Joliet street, LaSalle, follow car line to end, passing Lincoln school and fair grounds, continue north, cross railroad, continue to end of road, turn left to first road, turn right and go north 4 miles to end of road, turn right to first road, go north again $1\frac{1}{2}$ miles to end of road, turn left to first road, turn right and go north 7 miles to Mendota. Continue past fair grounds, turn left and go west to I. C. railroad, cross railroad below depot, turn right. Go north from Mendota on west side of I. C. railroad, leaving depot on right and follow railroad 5 miles to Henkel, cross railroad, turn left and follow railroad 4 miles to Sublette (dirt road). Entering Sublette proceed to end of road, (depot on left), turn left, cross railroad but immediately turn right and re-cross railroad, turn left and follow railroad about $\frac{1}{2}$ mile to end of road, turn right and go north on dirt road 4 miles to Shaws. (Caution for bridge without guard rails about half way.) Entering Shaws cross railroad and cross-road and continue north on macadam road 1.8 miles to end, turn left, turn right with the road at school, cross bridge and follow this macadam road west to Lee Center, passing 2 roads on right and 1 on left. Continue straight ahead

through Lee Center and keep this road straight ahead 12 miles to Dixon. First 8 miles is mostly dirt road, last 4 miles gravel. Entering Dixon go under railroad, continue to end of road, turn left on East Seventh street, go west 3 blocks to Galena Ave., turn right, go north 5 blocks to court house. Continue down hill to First street, turn right 1½ blocks to garage. To continue to Grand Detour pass garage, go east to first corner, turn left 1 block to river road, turn right, follow river, pass 2 roads on right, cross switch track, follow river, passing stone crusher and mill on right continue to macadam road, follow this road, pass road on left leading up hill, pass Bend school on left, keep to right at fork, pass 2 roads on right and continue to bridge over Rock river, cross bridge and continue ½ mile to Grand Detour practically 7 miles from Dixon. No hills of any consequence between LaSalle and Grand Detour except a pretty stiff grade on Galena Ave. in Dixon.

GRAND DETOUR AND DIXON TO LASALLE.

(47 Miles Dixon to LaSalle.)

Go south from Grand Detour to bridge over Rock river, cross bridge, continue along winding gravel road, passing 2 roads on left and 1 on right, pass Bend school house on right, pass road on right and continue along gravel road to river, follow river, passing stone crusher and mill on left and follow river to Dixon. Entering Dixon continue until within 2 blocks of bridge over Rock river, turn left up hill 1 block to First street, turn right, pass garage on left, go 1½ blocks to Galena Ave., turn left up hill to court house. It is nearly 7 miles from Grand Detour to Dixon. To continue to LaSalle, go south from court house in Dixon 5 blocks to East Seventh street, turn

left 3 blocks to end, turn right, follow angling road up hill, keep to right at forks, continue to railroad, go under railroad, then straight ahead on this road. At end of gravel road, 4 miles from Dixon (red brick school and church) continue straight ahead on dirt road 8 miles to Lee Center. This road is nearly all dirt until within a mile of Lee Center. Continue straight ahead through Lee Center and follow macadam road, pass road on right, road on left, another road on left and continue to small bridge over drainage ditch, cross bridge, continue to school on left, turn left, go east a few rods to road on right, turn right and go south on macadam road 1.8 miles to Shaws, continue straight ahead to railroad, cross railroad, continue south on dirt road 4 miles to I. C. railroad, turn left without crossing, follow railroad $\frac{1}{2}$ mile to Sublette, cross railroad but immediately turn left, cross railroad again, turn right at first road (depot on right), follow I. C. railroad 4 miles to elevator at Henkel, cross railroad, turn left and follow railroad 5 miles to Mendota. Continue through Mendota on west side I. C. railroad past depot on left, turn left, go east about $\frac{1}{4}$ mile to fair ground, turn right and go south on road east of I. C. railroad about 7 miles to end of road, turn left to first road, go south again $1\frac{1}{2}$ miles to end of road, turn right to first road, then south 4 miles to crossroad a short distance from bridge over railroad ahead, (Daily Post sign), turn left, go east $\frac{1}{2}$ mile to first road, turn right and follow this road south, cross railroad, continue to car line, follow car line south on Joliet street past fair grounds and Lincoln school on right to city hall, corner Joliet and Second streets, LaSalle.

LASALLE TO UTICA AND STARVED ROCK.

From city hall in LaSalle go north on Joliet street 2 blocks to Fifth street, turn right, go east on Fifth, pass park, cross I. C. railroad on overhead bridge, follow gravel road down hill east and north to school on right practically $2\frac{1}{2}$ miles from LaSalle, turn right, go east 2 miles to school on right, turn right, go south $\frac{1}{2}$ mile to first road, turn left, go east on this road, descend hill, turn to right at forks, cross railroad, go 1 block, turn left, (brick school on right) go east 1 block, turn right and go south through business street of Utica 1 mile to bridge over Illinois river, cross bridge, continue $\frac{1}{2}$ mile, turn left on new road into Starved Rock park. Eight miles, this route, LaSalle to Utica, $9\frac{1}{2}$ miles LaSalle to entrance Starved Rock park. All gravel road.

STARVED ROCK TO UTICA AND LASALLE.

From entrance to Starved Rock park go north $\frac{1}{2}$ mile to bridge over Illinois river, cross bridge and continue 1 mile to Utica. Entering Utica cross interurban, cross small bridge over creek, continue to within 1 block of railroad (Stevenson's grocery on right, drinking fountain on opposite corner), turn left 1 block, (school on left), turn right, cross railroad, continue .3 mile to fork, turn left, climb hill, continue west $2\frac{1}{2}$ miles to end of road, turn right to first road (school on left), turn left, go west 2 miles, (school on left) turn left and follow this road south and west up hill over railroad into LaSalle. Continue past park to Joliet street, turn left 2 blocks to city hall.

STARVED ROCK TO OTTAWA.

From entrance to Starved Rock park go north $\frac{1}{2}$ mile to bridge over Illinois river, cross bridge, turn to right into river road and follow this road, 9 miles to Ottawa, following interurban and passing County Farm and entering Ottawa on Ottawa avenue.

STARVED ROCK TO STREATOR.

The simplest way is to go from Starved Rock to Ottawa and follow Ottawa-Bloomington route to Streator. The following route is some shorter but has about 3 miles of dirt road and one long hill. From entrance to Starved Rock park go south up long hill and straight ahead south on gravel road. (First road on right after reaching top of hill goes to Deer Park.) Continue south as near as the road permits until you come to cross road 4.3 miles from entrance to Starved Rock park. (Cluster of mail boxes and farm house on right.) Turn left and follow this road east and northeast 1.3 miles to forks, (hamlet of Vermillionville,) keep to right and follow gravel road $2\frac{1}{2}$ miles to school, turn right, go south a short distance, then left on angling dirt road through settlement of Farm Ridge, continuing through Farm Ridge, passing road on left and road on right and small brick church on left. At next road turn left on gravel road and go north $\frac{1}{4}$ mile to first road, turn right, follow gravel road about 3 miles to end, turn left and go north $\frac{1}{2}$ mile to first road, turn right and follow this road east 1 mile to cross road, (red brick school on northeast corner—Grand Ridge ahead) turn right and follow this road south 8 miles to Streator, continuing straight ahead to Plumb House.

STREATOR TO DEER PARK AND STARVED ROCK.

(Via GRAND RIDGE.)

From Plumb House go north on North Bloomington street and continue north 8 miles to red brick school at the northwest corner of Grand Ridge. Turn left, go west 1 mile, turn left, go south $\frac{1}{2}$ mile to first road, turn right and go west on gravel road about 3 miles to end of gravel, then south on gravel road $\frac{1}{4}$ mile to angling dirt road, turn right, follow angling dirt road northwest through settlement of Farm Ridge, passing road on left and road on right to end of angle, then north a short distance to school, turn left, follow this road $2\frac{1}{2}$ miles to forks (settlement of Vermillionville) keep to left on gravel road which runs southwest a short distance, then turns west. Follow this road west 1 mile to end (cluster of mail boxes and farm house) turn right and follow gravel road north as near as road permits, road on left 3.4 miles after turning north leads to Deer Park. For Starved Rock continue straight ahead down long steep hill. Watch sharp for right turn into Starved Rock park just at foot of hill near stone crusher on left. Utica bridge over Illinois river $\frac{1}{2}$ mile ahead.

STARVED ROCK TO TONICA.

(10 MILES.)

There are two long hills to climb and one steep descent on this route. Leave entrance to Starved Rock park, go south up long hill, continue south on gravel road 5 miles to steep descent at Vermillion river, cross river and climb long winding hill to Lowell, pass Lowell, turn right and follow southeast angling road 3 miles to Ticona station, cross railroad and continue 1 mile to Tonica. (For continuation to points south see LaSalle to Bloomington.)

TONICA TO STARVED ROCK. (10 MILES.)

Leaving depot on left go north on east side of I. C. railroad in Tonica 1 block, turn right and go east and northeast 1 mile to Ticona station, cross railroad, continue northeast about 3 miles to cross-road, turn left to Lowell, pass Lowell, descend long hill to Vermillion river, cross river and climb steep hill and continue north on gravel road as near as the road permits. Road on left about 4 miles after crossing river leads to Deer Park. For Starved Rock continue north 1 mile down long, winding hill, turn to right at bottom of hill, into Starved Rock park, about opposite stone crusher or mill on left.

SPRINGFIELD TO LITCHFIELD. (46.2 MILES.)

This is an all dirt road except about 3 miles pavement and hard road out of Springfield and a mile entering Litchfield. One quite steep hill to climb at Cotton Hill 8.3 miles out of Springfield. Road practically level otherwise, except about 2 miles of small clay hills beginning about 10 miles north of Litchfield. Leave court house in Springfield on right and go south on Sixth street to end of pavement, continue south across railroads to end of road 3 miles from court house, turn left to first road, turn right and go south 1.9 miles to end of road, turn left to first road, turn right and go south 2 miles to end of road then east on winding road .3 mile to Cotton Hill, go under railroad, pass road on right, continue east, go across covered bridge, climb steep hill, turn to right at next road (school on left), go south $1\frac{1}{2}$ miles to end of road, turn right and go west .3 mile to first road, turn left and go south 3 miles to end of road, turn right and go west 1

mile to church at Glenarm, turn left and go south on this road 1 mile, make little jog left then south again, cross Pawnee branch railroad, cross covered bridge and continue south disregarding cross roads leading west to towns of Divernon, Thomasville, Farmersville and Waggoner on I. C. railroad which parallels your road $\frac{1}{2}$ mile to west. Continue south on this road except for slight jogs which are plain. Pass school on right and church on left 12.3 miles south of Glenarm. About 10 miles further on you come to some clay hills which are not bad except for the clay road bed which dries very rough after rain and is heavy when wet. At end of road after crossing this hilly stretch turn left to school, turn right, pass road on left and go south to end of road, turn right, go west to first road then south $4\frac{1}{2}$ miles to end of road, angle east and south a short way to railroad, cross railroad, go south to end of road, jog right then south again to end of road, jog right to first road, turn left and follow angling road southwest and south 1.1 miles (auto garage sign), turn right and go west .3 mile, turn left and go south 1 mile to court house Litchfield, coming in on N. State street.

LITCHFIELD TO SPRINGFIELD. (46.2 MILES.)

This is an all dirt road except pavement leaving Litchfield and about $\frac{1}{8}$ mile stone road out of town and about 3 miles of pavement and hard road entering Springfield. Road is practically level except about 2 miles of clay hills beginning about 8 miles from Litchfield. One steep hill to descend at Cotton Hill 8 miles from Springfield. Road is ordinary dirt, good where well traveled and poor where not. Leave court house in Litchfield on right and go north on State street to end of pavement and to end of road be-

yond, turn right and go east .3 mile, turn left on stone road (very brief), follow this road north and northeast to end, turn right to first road, north to end of road, jog right, then north to railroad, cross railroad, angle left to first road, go north over clay hills 4.6 miles to end of road, jog right, then go north again passing road on right and school on left, turn left to first road, turn right and go north, pass road on left and continue north. Road runs due north except for small, plain jogs. Disregard cross-roads leading into towns of Waggoner, Farmersville, Thomasville and Divernon lying $\frac{1}{2}$ mile west on I. C. railroad. Pass school on left and church on right and $5\frac{1}{2}$ miles further on cross covered bridge over creek (road is a little winding through woods), cross Pawnee branch railroad, go north to end of road, make little jog left then go north 1 mile to church on left at Glenarm, turn right, go east 1 mile to first road on left, turn left, go north 3 miles to end of road, turn right .3 to first road, turn left and go north $1\frac{1}{2}$ miles, pass road and school on right, descend steep hill, cross covered bridge, continue to railroad, go under railroad (Cotton Hill) follow this road (winding northwest south-west and west) about .3 mile, turn right and go north 2 miles to end of road, turn left to first road, go north again 2 miles to end of road turn left to first road, then north again on stone road, cross railroads, continue straight ahead on paved street (Sixth street) to court house, Springfield.

LITCHFIELD TO EDWARDSVILLE.

(37.4 MILES.)

This road has considerable clay which dries very rough after a rain and is heavy and sticky when wet. Distance is divided as follows: Litchfield to Mt. Olive 11 miles,

Mt. Olive to Staunton 7 miles, Staunton to Worden 7.8 miles, Worden to Edwardsville 11.6. The worst stretch of road is the first 8 miles of clay out of Litchfield. Probably the "least worst" route is as follows: Leave court house in Litchfield on left and go south on State street, cross Big 4 railroad east of depot, go south .3 mile to Tyler avenue nearly to end of State street pavement, turn right on Tyler avenue, go west across railroads and interurban to end of street, turn left then right and go west to first road on left (big sign on right), turn left and go south over short stretch corduroy road (very rough), continue south to end of road, turn right, go west $\frac{1}{2}$ mile, south .3 mile, west .2 mile, south and west .1 mile, south .1 mile then west, passing road on left, and continue west 1.4 miles to bridge, church and school, continue west .7 mile to first north and south road, turn left and go south 4 miles to end of road passing 2 school houses, turn right at end of road and go west .3 mile to first road, turn left and go south $\frac{1}{2}$ mile, make little jog to right then south to end of road, turn left .1 mile, turn right, cross interurban, jog right and left to principal business street of Mt. Olive, turn right and go west $\frac{1}{2}$ mile to park on right, turn left go south past high school to end of street, turn right and go west .2 mile, turn left and go south .3 mile to railroad, cross railroad, continue to end of road, go west .3 mile, turn left and go south 1.7 miles crossing interurban and 3 railroads, turn right and go west $\frac{1}{2}$ mile crossing 1 railroad (saloon on left, miners' houses, etc.), turn left and go south .7 mile, crossing railroad again, turn right, go over hill and follow angling road southwest to Staunton coming upon paved street (Main street), at Alton street (St. Michael's school and church on right). Follow Main street west to city hall and park. Go west from city hall and park .2 mile, south to public school, jog right and left

around school ground, go south and west to end of street (Klondyke saloon ahead), turn left and go south .2 mile, west .3 mile, south .2 mile to fork, keep to left and go south across interurban and railroads 3 miles to end of road (church on right), turn right and go west across railroads and interurban 1.1 miles to first road, turn left and follow this road south and southwest to end, jog left then right, passing depot on left, turn right onto business street of Worden, go west to City Hotel on right. From City Hotel go west .2 mile, jog left then right and follow telephone line to railroad, go under railroad, continue .4 mile to forks, keep to left leaving telephone line and go south 2.3 miles to interurban, crossing 2 railroads and passing road on left and cross-road. At interurban turn right and follow interurban as far as you can then continue on this road .3 mile, slow up greatly for steep descent, descend hill, continue across bad bottom road, climb steep hill, turn left at top and go straight ahead to Hillsboro avenue pavement, follow interurban on Hillsboro avenue all the way to court house, Edwardsville.

EDWARDSVILLE TO LITCHFIELD. (37.4 MILES.)

This road has considerable clay which is rough after rain and heavy and sticky when wet. One steep descent and one steep climb just out of Edwardsville. Remainder of road practically level except for clay hills between Mt. Olive and Litchfield which are not steep. Proceed as follows: From east side of court house in Edwardsville follow interurban on Hillsboro avenue to end of pavement where interurban turns off, continue straight ahead along telephone line to top of hill, turn right, descend steep hill, cross bad bottom road and bridge, pass road on left, climb

very steep winding hill and follow this road to interurban, follow interurban 5 miles to end of road, turn left, keep to left at fork (road to right is the Hillsboro road), go north 2.3 miles to end of road crossing 2 railroads, at end of road follow telephone line .4 mile to railroad, go under railroad and follow telephone line to business street of Worden. Continue east on business street of Worden almost to railroad, turn left, pass depot on right, jog left then turn right and go north and northwest about 2 miles to road on right, turn right, go east 1.1 miles crossing railroads, turn left (church on left), go north 3 miles crossing railroads again, continue north, jogging east and north to Klondyke saloon on left, then east and north to public school and go north from public school to business street of Staunton (Main street), then east to park and city hall. From city hall go east to end of pavement (St. Michael's school and church on left), follow angling road northeast across railroads and over hill to end of road, turn left, go north across railroad to saloon on right, turn right, go east $\frac{1}{2}$ mile, turn left, go north 1.7 miles, crossing railroads again, turn right, go east and north to railroad, cross railroad, go north .3 mile, east .2 mile, north past school on left to park, turn right onto principal business street of Mt. Olive go east $\frac{1}{2}$ mile to Union Hotel on right, turn left (church on right as you turn), go north 1 block (Zion school on right), turn right, then left and go north across interurban, jog left, then turn right and go north (little jog to right) 1 mile, go east .3 mile to first road, turn left and go north on clay road 4 miles passing 2 schools, turn right and go east, pass school and church and cross bridge, continue east 1.3 miles, go north .1 mile, east and north .1 mile, east .2 mile, north $\frac{1}{2}$ mile (short stretch of very rough corduroy road), turn right and go east and north .2 mile to Tyler avenue, turn right and fol-

low Tyler avenue east across interurban and railroads to pavement on State street, turn left and go north on State street to court house.

EDWARDSVILLE, ILL. TO ST. LOUIS, MO.

It is 23.9 miles from the court house in Edwardsville to the railroad viaduct at East St. Louis, leading to the Eads bridge. Some hilly between Edwardsville and Collinsville, 1 big hill to descend leaving Collinsville. About $1\frac{1}{2}$ miles sand after descending hill. About 1 mile pavement and $1\frac{1}{2}$ miles macadam road between Edwardsville and Collinsville, balance clay and dirt. About $\frac{1}{2}$ mile macadam, $2\frac{1}{2}$ miles pavement and some 4 miles of stone road (quite rough) between Collinsville and East St. Louis. Leaving court house in Edwardsville on right go south along interurban on Main street 1 block, turn left with car line on Vandalia Ave., continue 2 blocks, turn right on South Buchanan street (public library on right), follow interurban on South Buchanan street to end of pavement and straight ahead across railroads and 1.7 miles beyond to end of road, (Goshen station) turn left across interurban, go east .2 mile to first road, turn right, go south across railroad to end of road, turn left, descend hill, cross railroad again, turn right at first road and go south, cross bridge over railroad, continue straight ahead .8 mile to road on right, turn right, go west .1 mile, then south, pass road on right, cross railroad, pass brick school on right, continue $\frac{1}{2}$ mile to road on right, (railroad on left) turn right, go west, pass road on left, (old well on right), continue west $\frac{1}{2}$ mile to sign "To Maryville," jog south, then go west again .9 miles to interurban, turn left, follow interurban, cross, turn left and follow .3 mile to Maryville, cross interurban, turn right and follow it south, (caution for rail-

road), cross railroad, continue along interurban to end of road, (Troy Road station), cross interurban and follow it south (1 mile macadam road) to pavement on Vandalia street and along Vandalia street past Catholic Church and school on right to where interurban branches, continue along Vandalia street 1 block to Main street, turn right, follow interurban west to the end of Main street pavement, (St. Louis road), turn left with interurban and follow it to another branch, cross the line branching to left and follow the other to top of hill, (new macadam roadway), slow down for long descent, descend hill, pass power station on right, cross interurban and follow it along sandy bottom road, (watch out for bad holes filled with brick bats), pass Indian mounds and follow interurban as far as you can, then straight ahead across railroads, pass "Lame Goose" saloon on right, cross more railroads, go under interurban and continue on paved street, (Ninth street) to end at St. Clair Ave., jog right, then continue west on Ninth street past Horace Mann school on left to Illinois Ave., (car line) turn right 1 block, turn left and follow Eighth street west 2 blocks to Missouri Ave., turn right (East St. Louis postoffice on left), follow Missouri Ave. to Collinsville Ave., (car line), turn left and follow Collinsville Ave. 1 block to Broadway, turn right, cross viaduct over railroads, follow car line to Eads bridge, cross bridge (toll) to foot of Washington Ave. to St. Louis.

ST. LOUIS, MO. TO EDWARDSVILLE, ILL.

It is 23.9 miles from the railroad viaduct in E. St. Louis to the court house in Edwardsville going via shortest route to Collinsville. It is 11 miles to Collinsville, the road being made up of about $2\frac{1}{2}$ miles pavement, $\frac{1}{2}$ mile macadam about 4 miles stone road, (pretty rough) a mile or

so of sand, balance dirt and clay. Road is level until near Collinsville where there is a big hill to climb, but it has a new macadam roadbed. Road from Collinsville to Edwardsville is some hilly (not bad) and is all dirt and clay except about 1 mile pavement and $1\frac{1}{2}$ miles macadam. From foot of Washington Ave., St. Louis, cross Eads bridge, (toll), follow car line from east end of bridge to railroad viaduct, East St. Louis, cross viaduct, follow Broadway about 150 feet to Collinsville Ave., (double car line,) turn left, follow Collinsville Ave. 1 block to Missouri Ave., (Union T. & S. Bank on right), turn right, follow Missouri Ave. past postoffice on right, turn left on Eighth street, go east 2 blocks to Illinois Ave., (car line), turn right 1 block to Ninth street, turn left, go east on Ninth street, pass Horace Mann school on right, continue to St. Clair Ave., make little jog to right, then follow Ninth street east, go under interurban, cross railroads, pass "Lame Goose" saloon on left, cross more railroads, follow 4-arm telephone line to interurban, follow interurban, passing Allen's park on left, County Line station on right. About $6\frac{1}{2}$ miles out of East St. Louis you pass some interesting Indian mounds. Follow interurban along sandy bottom road (watch out for several bad holes filled with brick-bats), cross interurban, climb long hill, follow interurban from top all the way to corner of St. Louis road and Main street, Collinsville, then east on Main street .7 mile to Vandalia street, turn left, go north 1 block to Edwardsville interurban line, continue north on Vandalia street to end, passing Catholic Church and school on left, follow interurban from end of Vandalia street, (1 mile macadam road) cross interurban at Troy Road Station, turn left, follow interurban .8 mile, slow for railroad crossing, continue along interurban .3 mile to Maryville, cross interurban and follow it north, cross again and follow to first road, (car shed

ahead), turn right, go east .9 mile to end of road, jog left, (sign, "To Maryville" on left), turn east, pass road on right climb small hill, continue east .3 mile to railroad, turn left without crossing, go north, pass brick school on left, cross railroad, continue north to end of road, jog right .1 mile to first road, (small telephone line), turn left, go north, cross bridge over railroad, continue to end of road, turn left, cross railroad, climb small hill, turn right, cross railroad again, continue north to end of road, turn left to interurban, cross, turn right, follow interurban ($\frac{1}{2}$ mile macadam road) continue along interurban, crossing railroads and following pavement on South Buchanan street, (Edwardsville) to public library on left, turn left with interurban on Vandalia street, go 2 blocks, turn to right on Main street, follow Main street 1 block to court house and Leland hotel, Edwardsville, passing Keller's Automobile supply store on right.

SPRINGFIELD TO JACKSONVILLE

33.5 Miles

This is an "inland" road, all clay and dirt and quite hilly for 10 miles at each end of route. Fair road in dry weather, bad in wet. Road passes through two small villages (Riddle Hill and Old Berlin) leaving towns of Curran, Bates and Berlin, on Wabash railroad, to the south from 3 to 5 miles. Leave court house in Springfield on left go south on Fifth street 2 blocks to Capital Ave., turn right, go west to State House (Supreme Court building on left), turn left $1\frac{1}{2}$ blocks to Edwards street, turn right and go west on Edwards street 1 mile to end of pavement, then south on paved street 3 blocks to Washington Park, enter park, turn right, keep to left at first fork, to right at second, pass rustic boat house on left, follow lagoon, pass

cross-drive and climb hill bearing to right to exit, leave park, turn left a few feet, then left again and go south .1 mile to fork, turn right, follow this road 1 mile to C., P. & St. L. railroad, cross railroad, continue west $3\frac{1}{2}$ miles to village of Riddle Hill, keep to left, descend big hill and climb another, keep to right at school house, follow this road 2.6 miles to end, (sign Jacksonville Auto. Co. garage 22 $\frac{3}{10}$ miles), continue west and southwest 4.4 miles to village of Old Berlin, keep straight ahead through village, passing small church on right, to end of street, jog right, then continue west 1.7 miles to top of hill, descend hill, pass road on left, cross small bridge, climb fair sized hill, pass Woodwreath cemetery on left, pass through grove with several houses, continue west 1.6 miles to end of road (house ahead) turn left and go south .1 mile to first road, turn right and go west, pass school on right, pass cross-road carrying 2 telephone lines, continue west, jogging south with road, pass church on right, continue west with jogs to south 3.2 miles to another church on right, bear left on angling road, .7 mile to end, then west 3 miles, turn left under Wabash railroad, turn right and go west to car line on E. State street, follow car line west, pass Institute on right, cross railroad between depots, pass Illinois Women's College on left, Jacksonville Automobile Co. garage on left, continue to square, follow car line around square to west side, then west to court house, Jacksonville. Hotel to left ahead.

JACKSONVILLE TO SPRINGFIELD

33.5 Miles

This is an all clay and dirt road, quite hilly for 10 miles at each end of the route but no very bad hills. Fair road in dry weather but a bad one if wet. Settlements of Old Berlin and Riddle Hill are the only ones between Jacksonville and Springfield. Towns of Berlin, Bates and Curran lie to the south on the Wabash railroad at distances varying from 3 to 5 miles. Telephone lines vary in size and for several miles there are none at all. Road runs east and northeast all the time, with slight jogs north. Leaving court house in Jacksonville on your left go east to square, follow car line around to east side of square, then east on E. State street, pass Jacksonville Automobile Co. garage on right, pass Illinois Women's College on right, Institute on left, cross railroads between depots, follow car line east on E. State street to end of pavement, continue east to end of road, jog north under Wabash railroad, then east along telephone line, pass road on left, cross small bridge and continue east 2 miles to end of road angle left .7 mile to church, (hilly), then east with slight jogs north, pass church on left, continue east, jogging north with road, pass cross-road carrying 2 telephone lines, pass school on left, continue east $2\frac{1}{2}$ miles, jog north to first road (house on left), turn east again, pass grove with several houses, pass Woodwreath cemetery on right, descend hill, cross bridge, climb hill and continue east 1.7 miles to Old Berlin, jog right as you enter village, then continue east and straight ahead 4.4 miles, (sign on corner, "Jacksonville Auto Co. garage 22 $\frac{3}{10}$ miles"), angle left with road 2.6 miles to school on right, descend big hill and climb another, straight ahead through village of Riddle Hill and straight ahead east $3\frac{1}{2}$ miles to C., P. & St. L. railroad, cross railroad,

continue straight ahead east and northeast 1 mile to end of road, then north .1 mile to first road, turn right and enter Washington park, keep to right, descend hill on winding drive bearing left, pass cross-drive, follow lagoon, pass rustic boat house on right, keep straight ahead, bearing to left to north exit of park, (cement house with cement wall on left), leave park, go north on paved street 3 blocks to end, turn right and follow Edwards street east 1 mile to end, turn left on Second street, go north 1 block to east side of State House, turn right, (Capital Ave.) pass Supreme Court Building on right, go under C. & A. railroad, continue 1 block (garage to right), continue east 1 block more, turn left to court house, Springfield.

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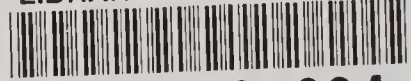
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